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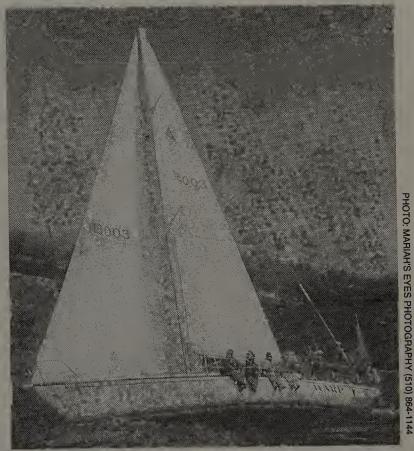
HDA Division J: Harpooned

More often than not, races are won - and lost - upwind. So when Mike Mannix began replacing sails for *Harp*, his Catalina 38, he began with a 125% genoa from Pineapple Sails, and then added a new mainsail.

Mike has been racing *Harp* on San Francisco Bay for over 15 years. The boat is well maintained and well prepared - his crew is competent and steady. And the importance of fast sails understood completely.

Harp placed first in Division J in the 2000 YRA/HDA season. And to face the lighter breezes of winter racing head on, Mike added a new Pineapple #1 genoa last fall - a Kevlar sail for maximum performance.

Not to harp on the subject, but...Pineapple Sails are fast!



Harp*

YOUR DEALER FOR: Musto Foul Weather Gear & Headfoil 2

Sails in need of repair may be dropped off at: West Marine in Oakland or Richmond Svendsen's or Nelson's Marine in Alameda



PINEAPPLE SAILS

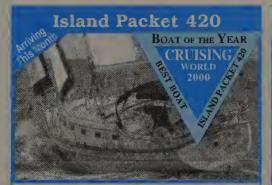
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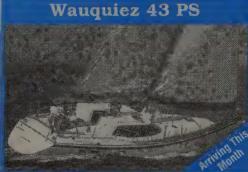
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Why follow the crowd? At Wauquiez, uniquely tasteful and elegantly designed raised pilot saloon yachts allow you to explore the world with superior visibility and extreme comfort. These fast bluewater cruisers offer exceptional sailing ability along with ease of handling. You can have inside steering, a private aft suite, a workshop or office, washer/dryer and numerous other custom options in your new Wauquiez. The impeccable workmanship, engineering, and attention to detail are simply amazing in these moderately priced yachts. New 40 PS Arriving This Month!

Dehler 41 DS

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RUISING



X-Yachts builds extravagantly elegant and wickedly fast offshore cruiser/ racers. Their steel load distribution grid and advanced composite structure provide strength without excess weight. The beautifully crafted interiors are spacious and gorgeous. Long recognized as a premium brand in Europe, X-Yachts are expanding their world-class reputation in the U.S. by winning a Cruising World Boat of the Year award in 1999 with the X-442, a Sailing World Boat of the Year award this year for the X-482, and a Sail magazine Top 10 award also this year for the X-482.

X-442

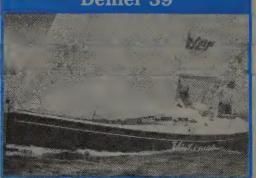
BOAT OF THE YEAR









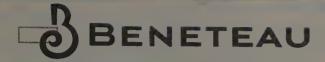




See the X-382 at Our Docks

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Beneteau 473 Trans Ocean Express

The new 473 defines elegance with a purpose. As a direct descendent of Groupe Finot's Global Challenge winners and with its uniquely ergonomic deck plan, the 473 will eat up the offshore miles (even while sailing short-handed) while surrounding her crew in comfort and safety. The 473 features twin helms, a fast stable hull with more ventilation and light below than any boat in this size range that we have ever seen. An extensive list of standard equipment and a very reasonable introductory price is icing on the cake. After considering all of the 473's attributes the panel of experts at Cruising World magazine awarded this fresh new design the 2000 Boat of the Year Award for Best Cruising Boat over \$200,000.

















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LAGOON 43 Twin dsls, 150 to 250hp. Includes flybridge (not shown) & 2 helm stations. Huge owner's suite (20'x10') plus 2 double cabins, 2 heads. Only 2 avail. in 2001. Base boat at West Coast, approx. \$390K. No private sales east of Ohio R. or in AZ, NM or So. Cal.

NZ-37 (37'x 14' 6"x 3') A rugged New Zealand power cat. 3 cabins/2 heads, washer/dryer. Twin 250hp dsls., (30MPH max, 24 MPH cruising). Includes flybridge with hardtop and enclosure, huge galley, stove/oven, builtin BBQ \$279K, US West Coast. Hurry for Fall '01 delivery





All-new category: POWERSAILER CATS. Pacific 40 (\$305K, built WA state) and Kiwi Express 44 (\$425K, built in N.Z.). Enjoy 13 to 16 knots under sail or power (yes, power!) Each with 3 cabins/2 heads & huge galleys. P-40 has 2 x 75 hp dsls., Kiwi w/2 x 125 HP dsls. Lake Fall delivery for either

e Nabbed

The luxurious Lagoon 380...

...has become the fastest selling cruising cat in history: 90 ordered in less than 18 months. We thought we couldn't get another L-380 until late 2001. But we've just managed to reserve a June 2001 delivery slot for one shrewd West Coast buyer. Is that you? If so, don't wait!

Call us before March 10 and you'll get a super \$17,000 package of options. ALL FREE!

Package includes:

- wind/speed/depth instruments.
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 Plus AM/FM/CD stereo.
- Plus S/S dinghy davits.



How big is a 38-foot Cat?

BIG! Because of its broad beam (for added bluewater safety) and two fully habitable hulls, a 38foot cat gives you the square-footage and cubic-footage of a 47-foot cruising mono-hull. (Owner's suite plus 2 guest cabins

and 2 heads.) Yet this lavishly equipped catamaran (see list of free options above) costs LESS than the 47° monohull! Best of all, cruising cats offer the exceptional comfort of no-heel sailing and the safety of ballast-free unsinkability.

Compared to a Monohull...

.what's different about the Lagoon cruising cat's layout? Plenty!

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• The salon offers 6'6" head-

The salon offers 6 on readroom, a full-service galley plus full 360° visibility for everyone in the salon.
Vertical windows eliminate the sun-heat build-up of typical angled windows.
In the hulls, the cabins offer queen-size rectangular beds – no cramped bunks or funny V-shaped berths.

In fact, this Pacific Coast - bound Lagoon 380's entire starboard hull is designed as an owner's private stateroom.



How does a cat perform?

- Exceptionally!

 Under just working sails, you'll have a great 7-12 knot performer with maxiumum speeds of 13-15 knots.
- She points readily to windward and tacks effortlessly.

• The roller-furling genoa, fully battened mainsail and autopilot make her a breeze

· Under power, her widely separated twin diesels offer super maneuverability and 7.5 knots at just I gallon (total) per hour!

So, DON'T DELAY! Be first to call before March 10 and get a new Lagoon 380 for this summer – with \$17,000 FREE equipment!

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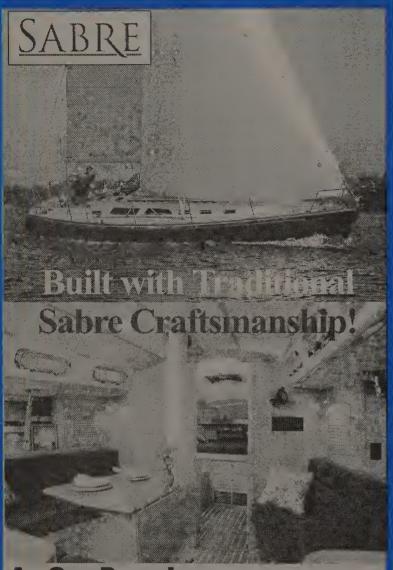


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Cover photo by Thierry Martinez

Bernard Stamm blasts into history with a new trans-Atlantic record.

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. Submissions not accompanied by an SASE will not be returned. We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Làtitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

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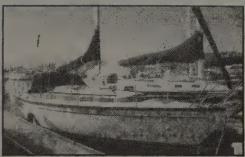




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50'NUNESBROS.KETCH,1956By Martin Eden. Recently refitted, professionally maintained classic. Bristolthroughout. Agent Rick. Asking \$175,000.



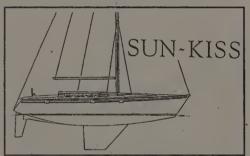
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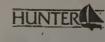
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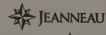
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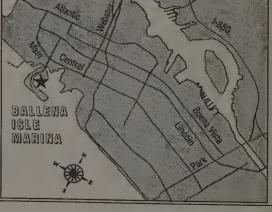
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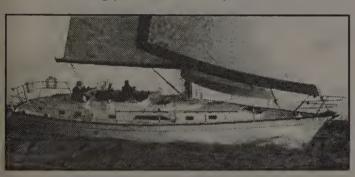
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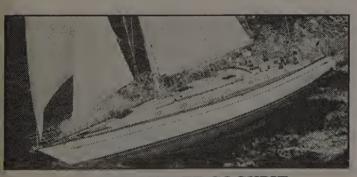
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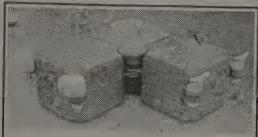
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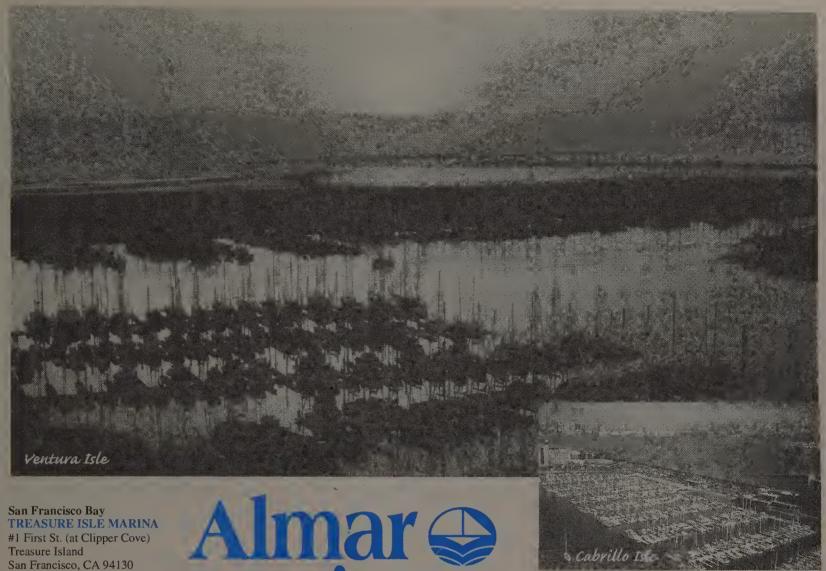
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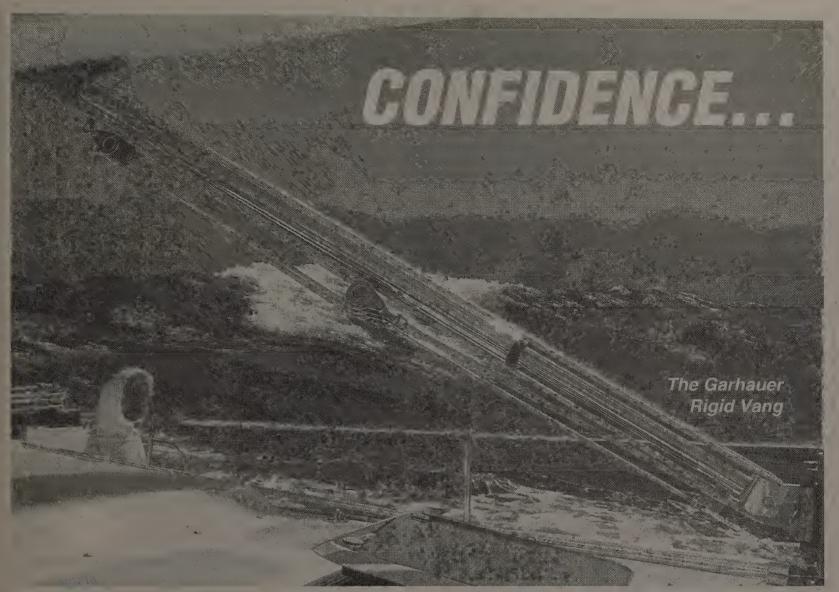
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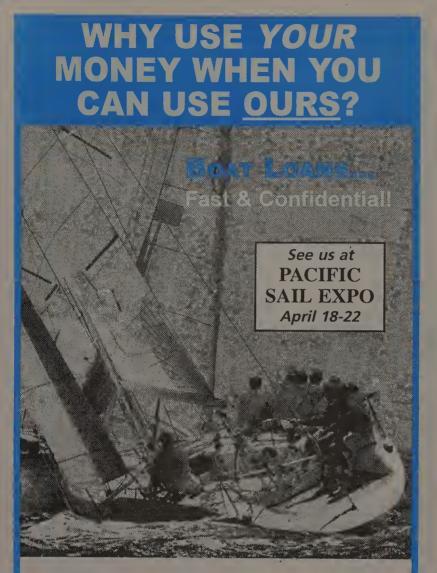
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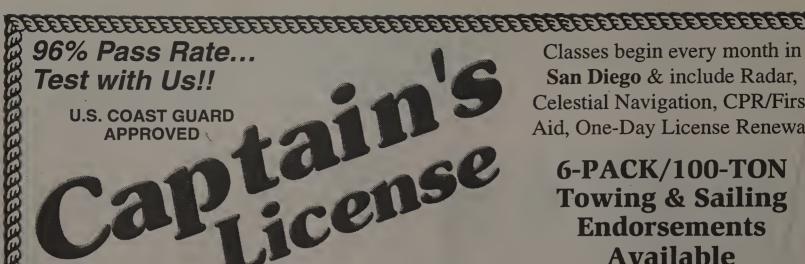


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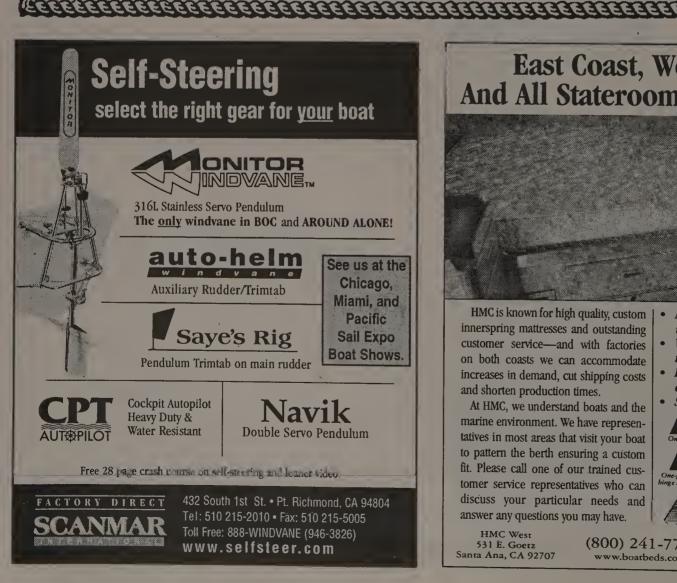
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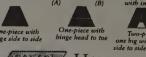
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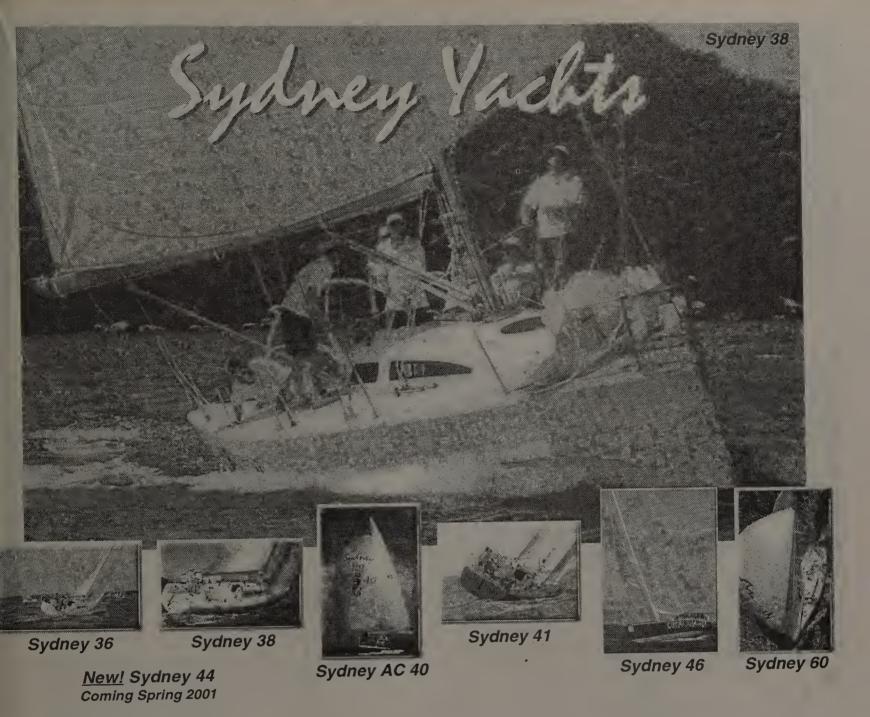
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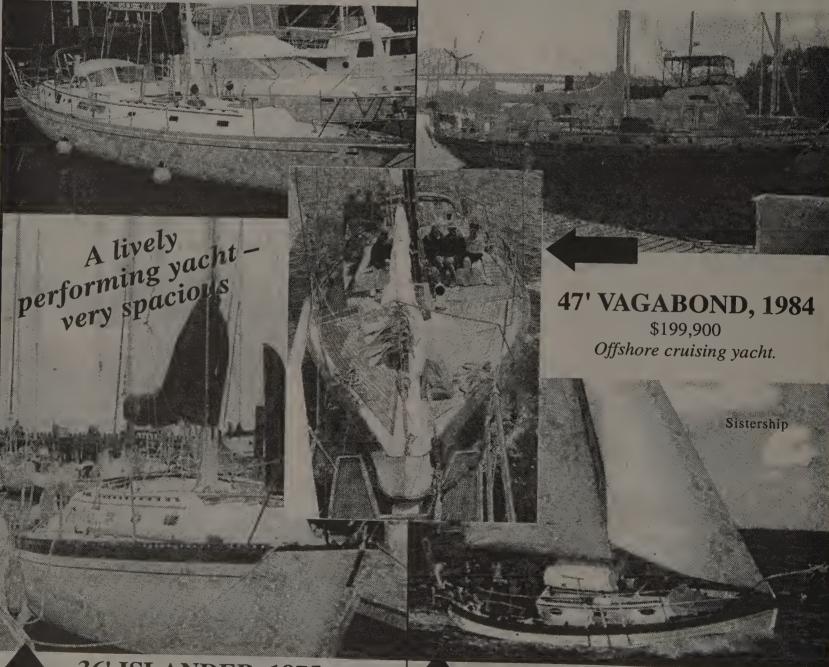
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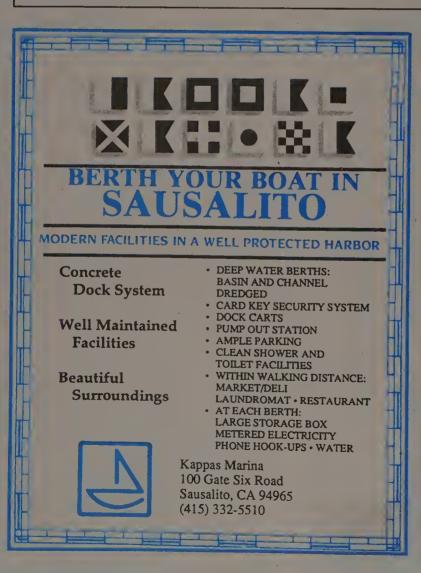
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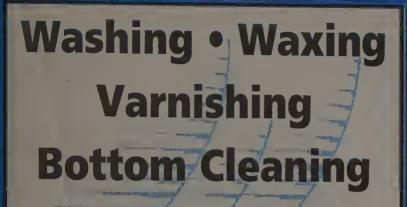
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Mar. 3-4 — Frec sailboat rides at Cal Sailing Club (Berkeley Marina), 1-4 p.m. Dress warmly, and bring a change of clothes. Info, www.cal-sailing.org.

Mar. 4 — Mariners' Sunday at St. Luke Presbyterian Church in San Rafael, 10 a.m. An ecumenical service dedicated to mariners, featuring the StFYC Sons of the Sea chorus singing traditional nautical hymns. Info, 332-4122,

Mar. 6 — 'Coastal Navigation', a USCG Auxiliary course begins at Yerba Buena Island, Building 2. The course goes for 14 weeks, 7:15-9:45 on Tuesday nights. Info, 399-3411.

Mar. 9 — Full moon on a Friday night.

Mar. 14-18 - Sacramento Boat Show at Cal Expo. NCMA, (510) 834-1000.

Mar. 15 — Beware the ldes of March.

Mar. 20 — Spring begins. Hallelujah!

Mar. 20 — S.F. Bay Oceanic Crew Group meeting, featuring Kame Richards speaking on sail trim. Fort Mason Center, Room C-210, 7 p.m, free. lnfo, 456-0221.

Mar. 20 — "Sailing Fundamentals," a five-week USCG Auxiliary course begins at Presidio YC (Sausalito); Tuesday and Thursdays, 7:30-9:30 p.m.; \$30 for texts. Class limited to 30 students. Jerry, 455-8671.

Mar. 24 — Islander 36 spring meeting at San Francisco YC, 11 a.m. Don Henderson, 457-0771.

Mar. 24 -- Master Mariners Spring Potluck at Pt. San Pablo YC (Richmond). Jeff Stokes, (925) 935-7096.

Mar. 24-25 — Richmond YC's 8th Annual Women's Dinghy Clinic. Beginner and intermediate classes in El Toros and DeWitt Dinghies (BYOB). Gail Yando, (510) 232-6310. ...

Mar. 25 — "BT Challenge, Leg 4," an ESPN-2 show at 10:30 a.m. (as always, check the TV guide!). With all the excitement of The Race and the Vendée Globe, we'd almost forgotten about this pay-to-play adventure. Show re-airs on March 28 at 10 a.m. Check www.jobsonsailing.com for more listings.

Mar. 27 — 'Using GPS', a one night USCG Auxiliary course at Yerba Buena Island, Building 2, 7:15-9:45 p.m. The course will be repeated on March 31, 9 a.m. to 12 p.m. Call 399-3411 for details.

Mar. 28 — Craig Fletcher is 40!

Apr. 2, 1981 — It Was Twenty Years Ago Today, from Sue Rowley's Sightings piece called 'Guardian of the Golden Gate':

The Point Bonita Lighthouse, guardian of the Golden Gate since 1885, is the last manned lighthouse on the California coast. That description will end on April 2, however, when the 60,000 candlepower beacon and its vital fog signal will become totally automatic.

The change will end a long and colorful segment of California history. Originally the lighthouse was built high on the rugged highland to make its beacon visible to mariners at great distances, but Point Bonita is one of the foggiest places in the country and the station has been moved to a rocky point just above the sea and below the fog.

A year after the light was put into service, the first fog signal was devised. The noisiest device known at the time, an eightfoot, 24-pound army siege cannon was acquired and a retired sergeant named Maloney was charged with its firing every half hour during foggy weather. As the story goes, the fog closed in on August 8, 1886, and the sergeant dutifully fired the cannon for the first time. The fog remained for most of the following 61 days and before he was found near exhaustion at the beginning of October, he had fired the cannon 556 times, day and night. Maloney quit and the lighthouse went through seven more



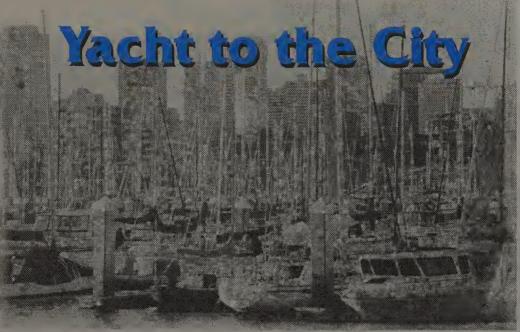










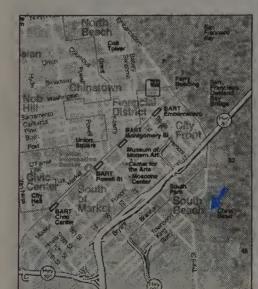


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people in the next nine months.

Two years later, the cannon was replaced by a mechanical bell and in 1977 a steam-powered fog horn was installed. The fog signal operated an average of 1,136 hours per year over the next 83 years of record-keeping, with a maximum of 2,408 hours in 1963. After its five-man crew departs, the lighthouse will be preserved by the National Recreation Area as a visitors attraction.

Apr. 1 — Millennium Membership Marathon, a "mariners' reception" at Encinal YC, 3-5 p.m. Details, (510) 522-3272.

 ${f Apr.~1}$ — Daylight Savings Time begins, finally! Celebrate by going sailing.

Apr. 5 — *Latitude 38* Spring Crew List Party at Corinthian YC., 6-9 p.m. World HQ, 383-8200.

Apr. 14 — Encinal YC Nautical Flea Market, 8 a.m. to 2 p.m. lnfo, (510) 522-3272.

Apr. 18-22 — Pacific Sail Expo, the best sailboat show on the West Coast. Info, (800) 817-SAIL.

Apr. 29 — PlCYA's Opening Day on the Bay. This year's theme is "2001 — A Yacht Odyssey." Roland Hyatt, (916) 967-2146.

Racing

Feb. 25-Mar. 2 — MEXORC, still one of our favorite regattas. Eight races in Banderas Bay (Puerto Vallarta) over six days with a layday in the middle. San Diego YC; Frank Whitton, (619) 226-8033.

Feb. 28-Mar. 4 — 60th Acura SORC, sailed out of the Miami Beach Marina. Intense buoy racing for IMS, PHRF, one designs, level raters and multihulls. See www.acurasorc.com.

Mar. 2-4 — 21st St. Maarten Heineken Regatta, one of the biggies on the Caribbean circuit. Look for feature coverage in next month's issue. lnfo, (599) 544-2079.

Mar. 2-4 — W.D. Schock Memorial Regatta for all Schockbuilt boats. Newport Harbor YC, (949) 673-7730.

Mar. 3-4 — Spring Keel Regatta. One design racing for Etchells, 11:Metres, Olson 30s, Express 27s, Moore 24s, Melgi and J/24s. StFYC, 563-6363.

Mar. 10 — Kurt Zane Regatta for Catalina 30s and 34s. Island YC; Dan Laramie, (510) 583-9323.

Mar. 10-11 — Spring Dinghy Regatta for 505s, 49ers, 1-14s, Lasers, Finns, Europes, V-15s, 29ers, Bytes and maybe others. StFYC, 563-6363.

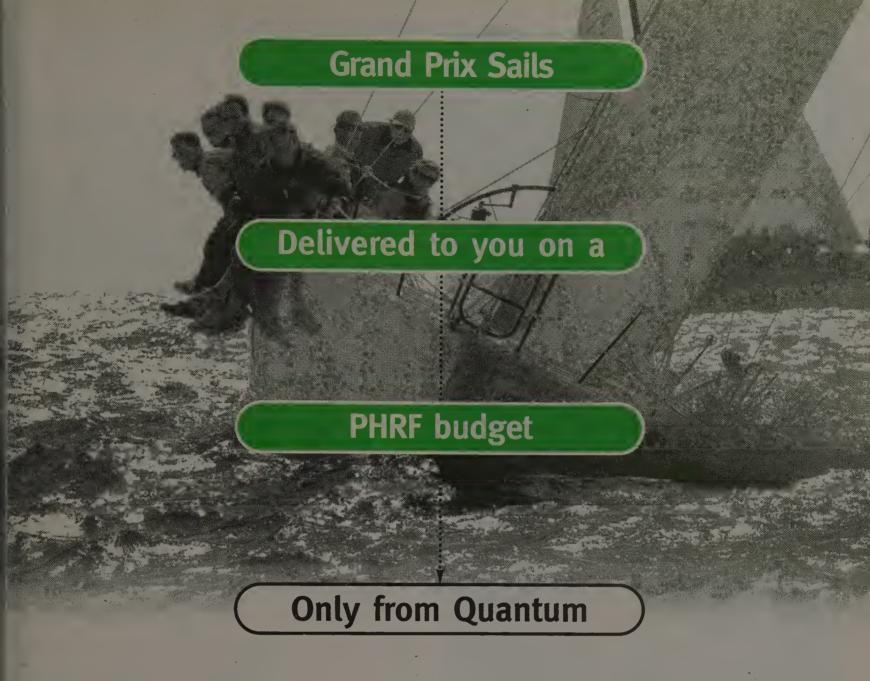
Mar. 10-11 — Big Daddy Regatta. Three buoy races, a pursuit race and a '20,001 Leagues Under the Sea' theme party on Saturday night. Richmond YC, (510) 237-2821.

Mar. 13-16, 1991 — Ten Years After, from our Racing Sheet coverage of the Congressional Cup:

A trio of Kiwis — Chris Dickson, Russell Coutts and Rod Davis — topped the fleet at Long Beach YC's 27th annual Congressional Cup on March 13-16. Dickson, the defending Congo Cup champion and current skipper of the Nippon Challenge America's Cup effort, won the event fairly easily. He lost only twice — once, in an upset, to Sweden's Olle Johansson in the round-robin competition, and once to Coutts in the finals.

By all accounts, this year's series was as irregular as the weather, which ranged from shifty and light to a full blowout (the third day of the four-day series had to be cancelled). First, two of the big names, Paul Cayard and John Bertrand, withdrew to sail in a paying gig — the Miami 50 Regatta. Another well-known match racer, Aussie Peter Gilmour, couldn't raise the funds to get his team to Long Beach.

The racing itself started several hours late (a \$5 clam cleat split on Davis' boat and had to be replaced), which got the regatta off on a sour note. Then there was the issue of the course, which this year was inside the Los Angeles breakwater — too small a playing field for some of the competitors' liking. For



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Annapolis NOOD	120	105	53%
Detroit NOOD	34	172	16%
Chicago NOOD	60	222	21%
Block Island Race Week	65	72	47%
Marblehead NOOD	50	107	32%
St. Francis Big Boat Serie	s 38	78	33%
San Francisco NOOD	42	60	41%
Larchmont NOOD	96	36	73%
Galveston Bay NOOD	48	87	36%
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Proof is in the participation. J/Boat owners, in bigger numbers than ever, are turning out to enjoy the camaraderie and challenge of competition. Odd as it may seem, the key is: Js are not just race boats. Js are out sailing all the time. The boats are being used with frequency for a broad range of activities: whether harbor sails, week-

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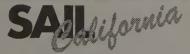
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reasons that are unclear to us, the regatta chairman was fired by the commodore of Long Beach YC halfway through the event, adding further fuel to the controversial series.

And then, there was 'The Move' — the Pearl Harbor of match racing tactics that Chris Dickson used to perfection in bringing home his second Crimson Blazer. He practiced the move against Steve Steiner, LBYC's hometown rep/sacrificial lamb, in the round robin racing, and then used it with deadly effect against Russell Coutts in the final race. It worked like this: a minute before the crucial last start, Dickson, to leeward, brought his Catalina 37 head to wind, bringing Coutts with him. As the boats came to a stop, Dickson's crew held the boom out to leeward, putting the boat in 'reverse' and closing the gap between the two boats. Giving his countryman time to respond (5 or 10 seconds) — during which time Coutts did nothing except look confused — Dickson sheeted in and bore away, tapping Coutts' boat with the corner of his transom.

Cy Gillette and Pete Ives, the on-the-water judges, had familiarized themselves with Dickson's patented maneuver, and immediately flagged Coutts, the windward boat, for not keeping clear. To everyone's amazement, Dickson then repeated a variation of 'The Move', leaving Coutts to do two 720° penalty turns after the gun went off. Dickson cruised around the course to a landslide 42-second victory, leaving no doubt why he is the reigning match race skipper in the world.

Mar. 16-18 — San Diego NOOD Regatta, sponsored by Sailing World. San Diego YC, (619) 221-8400.

Mar. 17 — Doublehanded Farallones Race. *Brrrrr!* BAMA; Randy Devol, (408) 483-3627.

Mar. 17 — Sadie Hawkins Regatta. IYC, (510) 521-2980.

Mar. 17-18 — Spring One Design Regatta for Express 37s, J/105s, 11:Metres, Olson 30s, and J/29s. StFYC, 563-6363.

Mar. 22-25 — Olympic Classes Regatta at Alamitos Bay YC (Long Beach). ABYC, (562) 434-9955.

Mar. 24 — 39th Santa Cruz to Año Nuevo to Monterey Ocean Race, with three classes and two courses (upwind marks are Año Nuevo buoy for big boats and Davenport for the smaller boats). Monterey Peninsula YC, (831) 372-9686.

Mar. 24 — Rites of Spring, a shorthanded race. Oakland YC, (510) 522-6868.

Mar. 24 — Scandinavian Regatta, a race for Northern Europeans. Corinthian YC, 435-4771.

Mar. 24-25 — 29th BYC Wheeler Regatta, two buoy races and a pursuit race. Saturday night party with Cajun feast, live music and a free pitcher of margaritas for each boat. NOR and entry form can be found at www.berkeleyyc.org. Bobbi Tosse, (925) 939-9985.

Mar. 31 — OYRA/AYC Lightship Race, the first crewed ocean race of the season. What, already? YRA, 771-9500.

Mar. 31-Apr. 1 — San Francisco Cup. A best 3-out-of-5 series pitting St. Francis YC against challenger San Francisco YC in Farr 40s. StFYC will field *Shadow* (driver Peter Stoneberg/tactician Chris Perkins) against SFYC's *Endurance* (driver Mike Condon, tactician Jeff Madrigali). StFYC, 563-6363.

Mar. 31-Apr. 1 — Camellia Cup at Folsom Lake, the first regatta on the informal lake circuit. FLYC, (916) 985-3704.

Apr. 7-8 — J/Fest. Encinal YC, (510) 522-3272.

Apr. 7-8 — RYC/SBRA Big Dinghy Regatta/Beach Combers Ball. A mini-'Big Daddy' (three buoy races followed by a pursuit race Sunday) for dinghies, "because the leadmines can't have all the fun!" Richmond YC, (510) 237-2821.

Apr. 7-8 — Resin Regatta. A dozen or so classes will race on two courses (Circle and Hard-Knox). SFYC, 789-5647.

Apr. 8 — Second Annual Angel Island Cup Regatta, a PHRF race/benefit. Corinthian YC; Ron Roberts, 459-1829.

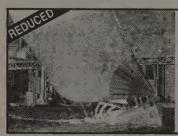
Apr. 14 — SSS Singlehanded Farallones Race, a local rite of

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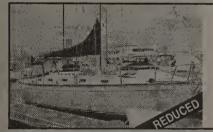
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J/105, Thrasher
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J/120, Dayenu
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50' Nelson/Marek, '86, Infinity'
50' Open 50, '00, <i>Convergence</i>
41' J/125, '98, <i>Snoopy*</i> , '99 Dodge truck/Traid trlr avail 270,000
41' J/125, '99, Javelin250,000
41' Frers, '88, <i>Pageant*</i> Pending 119,000
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38' Tartan 3800 OC, '99, Torrent Reduced 298,000
37' Pacific Seacraft, '93, Esprit II* New Listing 189,000
35' J/35, '88, Fast Lane* New Listing 69,900
35' J/105, '01, Frostaphobia* New Listing 143,500
35' J/105, '95, <i>Thrasher</i> New Listing 112,750
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spirit of the RACE: Angel Island is a resource worthy of our care and concern. It is an important landmark that both our sailing community and the wider public enjoy. It is also a significant part of our cultural heritage and has been called the Ellis Island of the Pacific, where many Asian-Americans first landed in the USA. Now, as part of the Save America's Treasures projects being restored throughout the United States, we are asking you to join us in this regatta to support the preservation of our own treasure, Angel Island!

SPECIAL THANKS TO:

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- TO ENTER: For a registration form and further information, see our web page at www.cyc.org, or call Rob Roberts (415) 459-1829 or email: seaghost@pacbell.net



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passage. Terry McKelvey, (510) 527-9433.

Apr. 14-15 — Ahmanson Cup, a fairly big deal down south Newport Harbor YC, (949) 673-7730.

Apr. 20-22 — Ski/Sail Regatta at Lake Tahoe, with Roles winners Mark Reynolds and J.J. Isler in attendance. Sailing in Melges 24s, Vanguard 15s and Lasers; skiing at Squaw Valley. See www.skisail.com or call Ralph Silverman, (530) 525-7245.

Apr. 27 — 54th Ensenada Race. See www.nosa.org.

May 5-6 — Vallejo Race, the HDA/ODCA season opener. Line up crew now! YRA, 771-9500.

Remaining Midwinter Races

ALAMEDA YC — Estuary Midwinters: 3/18. M.L. Higgins, (510) 748-0289.

BERKELEY YC — Chowder Races: 3/4, 3/11, 3/18, 4/1. Paul Kamen, (510) 540-7968.

ENCINAL YC — Centerboard Series: 3/31. EYC, (510) 522-3272.

GOLDEN GATE YC — Seaweed Soup Series: 3/3. GGYC, 346-BOAT.

LAKE MERRITT SC — Robinson Memorial Midwinters: 3/11. Duncan Carter, (925) 945-6223.

OAKLAND YC — Brunch Series: 3/4. Bob Donovan, (925) 934-7848.

RICHMOND YC — Small Boat Midwinters: 3/4. RYC, (510)

237-2821. **SANTA CRUZ YC** — Midwinters: 3/17. SCYC, (831) 425-

SAUSALITO YC — Midwinters: 3/4. Andy Eggler, 332-1267.
SOUTH BAY YRA — Winter Series: 3/10. Bob Carlen, (831)

ST. FRANCIS YC — Winter Dinghy Races/Clinics: 3/10. StFYC, 563-6363.

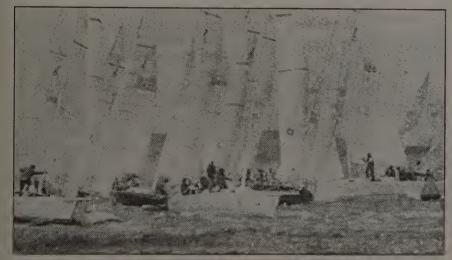
Please send your calendar items by the 10th of the month to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phoneins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

March Weekend Currents				
date/day	slack	max	slack	max
3/03Sat	0056	0402/1.9F	0649	1018/3.8E
	1428	1729/2.7F	2057	2300/1.7F
3/04Sun	0216	0509/2.0F	0756	1122/4.2E
`	1531	1838/3.2F	2200	
3/10Sat	0141	0420/4.1E	0745	1040/4.1F
	1342	1639/5.0E	2018	2312/4.2F
3/11Sun	0219	0504/4.3E	0835	1130/3.9F
-	1437	1725/4.3E	2100	2353/3.7F
3/17Sat	0153	0433/1.5F	0712	1028/3.2E
	1449	1811/2.7F	2112	
3/18 Sun		0021/1.3E	0301	0548/1.6F
	0817	1141/3.3E	1546	1907/2.9F
	2206			
3/24Sat	0101	0337/3.4E	0708	0959/3.2F
	1300	1551/4.0E	1931	2222/3.4F
3/25Sun	0128	0411/3.7E	0742	1035/3.3F
	1340	1628/3.8E	1959	2251/3.2F
3/31 Sat		0228/1.7F	0503	0846/3.9E
	1249	1554/2.7F	1934	2133/1.6E
4/01Sun	0047	0438/1.6F	0715	1051/3.9E
	1502	1812/2.9F	2142	2345/1.7E

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LETTERS

↑UCUBAN CRUISING

I'm planning a cruise to Cuba with some friends in the first part of May, and would greatly appreciate any information that you or any of your readers can provide about travel there. Any local knowledge would be invaluable. I thought that I had read an article in one of the past issues from some others who had completed the transit. Would anyone happen to recall when it was so that I might obtain that back issue?

Bob Adams Napa

Bob — We've run so many articles on people who have cruised to Cuba that we wouldn't even know where to start. For example, in this issue alone we think there are at least five crews that report they stopped in Cuba. Two of the boats spent a week there and didn't even check in, which makes you wonder if the Guardia Frontera hasn't been resting on their laurels since the Bay of Pigs.

Based on our having just shown up with Big O late one afternoon at Baracoa, Cuba, you don't really need a lot of local knowledge. Nigel Calder's Cruising Guide to Cuba covers most everything and has excellent charts. We wish his book had been available when we went there. We preferred rural Cuba, but if you go to Havana, don't forget to bring some Latitudes to our friend Lic. Jose Miguel Diaz Escrich, Commodore of the Hemingway International YC. In fact, if you read 'Lectronic Latitude, you'll know that Commodore Escrich, on behalf of the people of Cuba, has extended a permanent formal invitation to all Latitude readers to visit his country. So if you find yourself in trouble, he's your contact.

It's illegal for Americans to spend money in Cuba because the U.S. Treasury Department considers it 'trading with the enemy'.



There's a great natural harbor at Baracoa, Cuba, but the shore facilities are delapidated.

This, of course, is a source of endless jokes, because everybody does and denies it — and everyone knows they do. Sort of like Clinton pardoning Marc Rich and claiming that he did it on the merits of the case. Whoa, ho, ho! Nonetheless, it's considered bad form if you return to the

States and an American Customs agent can't help but see that your boat is full of Cohiba cigars, Che Guevara souvenirs and maybe a dozen refugees. In all seriousness, Cuba is a fascinating place to visit, both because it's so strange and because it makes you realize how creepy life is when the government controls all aspects of everybody's life. With our apologies to our friend Commodore Esrich, Viva la Counterrevolucion!!!

↑ WORLD CRUISERS FOR UNDER \$25,000

Even though I may not sail around the world, I sure think about it. So I was surprised to read that you believe that it's possible "to find a boat capable of circumnavigating for less than \$25,000". Could you give me three to four examples or what brand and length boat you have in mind? I think many of your readers would be interested. By the way, January was the first issue of *Latitude* I ever read, and I sure enjoyed it.

Jim and Julie Morrison Hansville, WA

Jim & Julie — If we gave you a list of boats under \$25,000

San Diego resident Johan Lodenius grew up sailing with family in the island archipelago off Sweden's capital of Stockholm. Most of the sailing was aboard local class boats - 25' keelboats, classic wood boats and scows. Later he competed in half-ton races aboard a 30' Scampi. It was during the active racing days in Sweden that Johan learned to appreciate the qualities of performance sailboats.

After moving to the States in 1995, Johan did a little Snipe sailing before moving to an Omega 34. The Omega satisfied the day but also fueled the dream for better performance and long distance cruising. With his wife Carol, he spent considerable time surveying the market for the right boat - one that would offer high performance for racing and the possibility of cruising as his children grew.

Johan and Carol found the new J/46 the ideal boat for now and the future. With two young girls, Lina, age 3 1/2, and Anna, age 1, safety and ease of sailing were a primary concern. The reputation of J/Boats, TPI and the SCRIMP manufacturing process helped guarantee a safe, quality boat. "After all," said Johan, "when you're making this kind of investment, you want quality."

Sailing the J/46 confirmed his instincts. The boat is an amazing design. Rather than a compromise, Johan felt as if he got two boats in one! It was clear that J/ Boats learned some things from the popular J/44 and so developed a boat with great accommodations and liveaboard

Yet the sailing performance left nothing to be desired. His experience sailing half

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Johan Lodenius and J/Boat dealer Jeff Brown aboard Johan's new J/46 Linnray as they prepare for the 2001 PV race.

tonners left him unconvinced about boats designed to a rule. The J/46 was simply designed to sail well. They track well and are aesthetically proportioned. J/Boats and TPI use the latest technology, such as carbon spars, for improved speed and stability. After travelling back to the J/ Boats factory, Johan came away very impressed with the Johnstones, who knew every detail and were very product-oriented. It was clear that utility was the primary goal in boat design and manufacturing. These boats were made for sailing.

Johan set the boat up for both activities, in the last month preparing it for racing with all the safety gear and control lines for offshore racing. The boat is also easy to convert to cruise mode. The clean decks are much more functional for both

racing and cruising, and not typical of most of the other more traditional boats

Johan also commended Jeff Brown and the Sail California crew for their professional service. Jeff's contacts and sailing experience were invaluable in setting up the boat just the way he wanted. The Sail California team was objective and to the point and handled everything to get the boat ready to sail in the PV race. The boat was set up as a turnkey operation, delivered ready to sail.

After the PV race, the boat will spend some time in Mexico. Afterwards comes some family sailing and racing at home in San Diego. And, just maybe in the future, Johan, Carol and the girls will get in some real long distance cruising.



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LETTERS

that can circumnavigate, it would take up most of this magazine. To prove it, we'll give you a list of boats starting with the letter 'c', under 30 feet in length, that you can buy for less than \$25,000, that already have circumnavigated: Columbia 24, Cal 24, Contessa 26, Catalina 27, Columbia 8.7, Cascade 29. In fact, most decently built boats of 27 or more feet could make it, or easily be reinforced slightly to make it. And some of these boats you can pick up for less than \$10,000.

We personally wouldn't be interested in going around the world in such a small boat, and if you feel the same way, don't worry.



Roy Wessbacher got his Columbia 34 for about \$25,000. This girl, one of the crew on his circumnavigation, didn't seem to find that a problem.

there are plenty of boats in the 30 to 37-ft range that also fit the bill. These would include scores of Pearsons, Rangers, Cascades, Columbias and Islanders. Remember Roy Wessbecher, who spent something like five years sailing around the world with 17 young women? His babe-magnet Breta was a humble Columbia 34, many of which can be picked up for \$25,000 or less. Those boats have huge interiors, too. Older is always going to be cheaper—and that's not a bad thing, because most older boats were overbuilt.

Naturally, not all of these boats are going to be in immaculate condition, with freshly painted hulls, new spinnakers, leather cushions, electric winches and brand new diesels. And you'd want a careful survey before setting out. But there are scores of boats for less than \$25,000 that are capable of circumnavigations — especially if you're willing to put in a month of elbow grease and a few grand in basic additions.

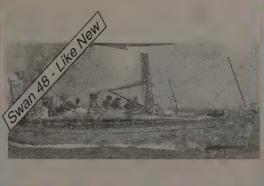
Not only can you find a perfectly adequate cruising boat for less than \$25,000, but you can also cruise all over the world on less than \$10,000 a year. Hundreds of people are doing it right now. Of all the things that prevent people from sailing around the world, money is at the bottom of the list.

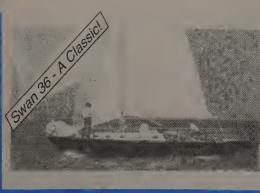
↑↓FEES FOR CHECKING IN

We don't know how many people know about the new law in Mexico that says the port captains may charge cruising yachts for checking in and checking out. Last month we paid 212 pesos to check out of Mazatlan, a charge they based on our gross tonnage. At the current exchange rate of 9.7 pesos to the dollar, this came to about \$21.86 U.S.

This new rule came into practice as of January 1, and there had been no mention of it when we went home on December 1 to spend a month in the States. The fees and fee charging basis differ from port to port, but they all charge fees for checking in/out — except for Las Hadas near Manzanillo, where another cruiser reported that fees were not being charged. The irony is that the port captains render no service to cruisers — beyond checking us in and out of their jurisdictions. As far as we know











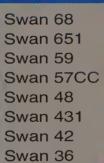


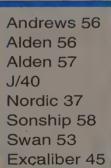
























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LETTERS

we don't impact their port in any way. If they wanted to lessen the 'burden' we impose, you think they'd quit the checking in/ out process altogether. I can't imagine this is a big revenue producer in any port. After all, how many check-ins and checkouts are there per weekday? Maybe three to five.

If Mexico really wanted to generate some serious revenue from the 'tourist base', they should make it mandatory for the RV crowd to check in and out of every town where they stop at an RV park or request 'free camping.' If that was the case, we cruisers wouldn't feel so singled out. Are all other foreign nationals entering Mexican towns hit for check in and check out fees? It's beginning to feel like the BCDC is running the show down here, fighting the good fight against all those nasty liveaboard boats. After all, cruisers are just mobile liveaboards to the authorities, we suppose.

Even if it appears that the port authorities see us as potential *pesos*, we are enjoying the lovely Mexican countryside and the friendliness of the locals. The folks here are more than hospitable. Mexico, and particularly Baja, is still our favorite cruising ground thus far. The people of this country, aside from some government officials, are some of the friendliest and most sincere souls we know.

Anne Kelty Michaelanne, Whitby 42 ketch Mexico

Anne — It will come as no surprise to Mexico veterans that after little more than a month, the new law — which even the port captains didn't like — has been modified. From now only, you only have to pay a fee when you're leaving a port captain's area of jurisdiction to go to another one. For example, if you leave La Paz for Mazatlan, you have to check out and pay the fee in La Paz, then check in and pay the fee at Mazatlan. But, if you're in La Paz and just head out sailing in the port captain's area of jurisdiction — which is from Muertos all the way up to Agua Verde — you can now just let him know over the VHF. There is no paperwork or fee involved. This is actually a big improvement over how things have been all along, because before you couldn't go out to the islands for more than three days without formally checking out of La Paz. For all the details of the modification of the law, see this month's Sightings.

In any event, cruisers aren't being singled out for fees. If someone flies into Mexico for a week's vacation at a hotel, they pay big fees to the government through airline taxes and landing fees, as well as hotel and restaurant taxes. Mexico doesn't have some big plan to gouge cruisers or make life miserable for them.

↑#PET SOUNDS

I read George Backhus' January issue *Changes* about cruising with pets in the South Pacific. After spending 18 months in Mexico and making the bash back to San Diego in 1999 to have back surgery, we 'farmed out' Nube, our white cameo Persian cat, to a friend in Texas.last September. The reason we did it is because we're preparing to sail to the South Pacific in March or April.

But having read Backhus' report, we're going to get Nube back today! As was suggested in the article, we have been in contact with the New Zealand authorities. But one question: How do you get officials in the various countries to say that your cat hasn't been off the boat when visiting their country? Do you pay them to write it or what?

Nonetheless, thank you so much for writing the article and passing the information on to the rest of us cruisers with pets. Give MaiTai a hug from Nube, as Nube too will now again be a sea-going cat! In preparation, John has installed a new piece of carpet back around the indoor part of the mast so that Nube



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LETTERS

will have his climbing pole back!

Sylvia and John Par

San Diego / Corpus Christi, T.

↑ WE USE ABOUT 1/10TH OF THE POWER

While on the other side of the world and reading abou California and Washington's power shortages, we were struc by one fact that kept being brought up — that 1,000 watts i enough for the average household. This translates to a monthl household usage of about 720 kw/hrs - which isn't too fa from the average monthly household figures of 300-600 kw hrs that we read about on the Internet. On Wings, our Seren dipity 43, we use 75 watts or less, and our monthly usage around 30-60 kw/hrs - less than 1/10 the power of an aver age household! And a good portion of this power is supplied b solar panels. Granted, we don't have a dishwasher, air-cond tioning or a big screen TV, but we wouldn't describe ourselve as 'back to nature" advocates, either. We're just happy that or lifestyle has less impact on the environment.

I remember wandering around in downtown Chicago durin a heat wave in '94 or '95. It had been well over 100° for severa days, but in downtown Chicago there were hundreds of ver large office blocks all being cooled to a pleasant 70°. Standin on a boiling hot sidewalk looking around the nearby blocks office buildings, I was astounded at the magnitude of power this required. Then I considered that this was just one city ou of many hundreds of cities, and that air-conditioning was jus one of many uses of power. So really, how long can the huma race continue to use energy at its current rate of consumption

It seems to us that the power rates are going to have to go u in California and Washington and/or the taxpayers are going to have to bail out the power companies. In any case, the co of electrical power is going up. We think this is good in on sense because it may reduce demand and usage. Of course those with money will continue to consume, and only low-in come people will be forced to turn off the dishwashers and air conditioners. Isn't it the same on a worldwide scale? This year we visited several countries where the average family could on afford electricity for a small refrigerator, a TV, a few lights and that's it. On a worldwide basis, guess where all the power is going? To countries such as Mexico, Fiji and Vanuatu, or Europe, America and Australia?

If this sounds as though we're standing on a soap box, we maybe we are. Maybe it's time. Alternatively, let's encourage everyone with sailboats get solar panels.

> Fred Roswold and Judy Jense Wings, Serendipity 4

Fred & Judy — Given the fact that we Americans — about 6 of the world's population — can't continue to consume 33% the world's power indefinitely, perhaps the Bay Conservation and Development Commission (BCDC) should stop making it s difficult for active sailors to live pleasantly minimalist lives of their energy-efficient sailboats. In fact, shouldn't the BCDC which is caught in the time warp of the last century — and other government agencies be encouraging simpler lifestyles with to breaks and such? We think so. It wouldn't hurt either, if the spent a lot more money on planting trees and promoting intern tional population control. We're not back-to-nature freaks either but it seems clear that we humans are fast approaching the point at which we're using the earth's resources at an unsu tainable rate.

THE PROLIFERATION OF MOORING BUOYS

Finally, a letter that gives me an excuse to address an issi



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LETTERS

that has been nibbling at my consciousness ever since l arrive in the Eastern Caribbean for the first time in December of '99 I refer to your November response to Carl and Leslie of *Charisma*, who questioned the proliferation of mooring buoys.

I cannot argue that mooring buoys — assuming that the are well-designed and well-maintained — make it possible for far more mariners or cruisers to safely use and enjoy popula and therefore crowded destinations. My problem and concerarises with your sentence: "And it's not like it would be skin o your ass, as you can still anchor to your hearts content." Hav you tried to actually anchor in any of the popular - or eve lesser known — British Virgin Island anchorages lately? I hav and I can tell you the space left outside the mooring fields i slim and none. Any space left is either very deep - 40 feet of more - and/or exposed to the wind and current. I realize that bareboat chartering is one of the BVI's major industries, an folks down on a charter for a week or two don't think twice about paying \$20 a night to feel safe on a mooring. But what about the long-term, long-distance cruiser? Yes, today ther are still places where one can drop a hook, but if the tren towards mooring fields continues, who on a cruising budge will be able to afford \$20 a day, every day for a mooring?

I'm not suggesting that mooring fields don't have their place but only asking that some space with reasonable protection and in reasonable depth be left for those who do choose to ar chor.

By the way, Little Bit is now in Venezuela and headed bactoward the Western Caribbean. I truly did find the Eastern Caribbean too crowded. I miss the days of approaching an anchor age looking forward to who I might meet there — instead groaning as I survey the forest of masts ahead of me and wor dering where the hell I'm going to find a place to drop the hool

We really miss being able to regularly get our hands on *Latude*. We had to have them shipped out here as the FedEx coswere even greater than for moorings!

Sandy Ullstrup and Frankie, ship's ca Little Bit, Cal 3

Sandy & Frankie — We sympathize with your concerns abo cruisers on budgets and the expense of mooring buoys, but u don't see how making a scarce commodity — anchoring/moo ing space — even more scarce is going to help the situation. W think you just have to accept the unfortunate fact that the mor popular spots in places such as the BVIs and Yosemite -1sailors and nature lovers, respectively — are just too popular accommodate everyone with ease. And that the situation is pro ably going to get much worse. In fact, right now there are place in Spain's Balaeric Islands where use of anchoring and mooring space is rationed to the extent of one night a month in July an August! As such, we'd try to make our peace with anchoring deeper water and/or in the wind and current — which should be that bad if you've got a power windlass — or restricting you self to places in the BVIs where there is room for an unlimite number of boats to anchor. If all else fails, you'll have to t somewhere else. The Western Caribbean is certainly an option although one that we feel has far fewer attractions than the Eastern Caribbean. There are still scores of places in the East ern Caribbean where the freethinking cruiser can anchor free crowds.

↑USAILBOAT ACCESSIBLE BARS

In a recent issue of 'Lectronic Latitude, a reader wrote aski if there was a great 'yachtie bar' in the San Francisco areadon't know anything about that, but for readers in the Puß Sound area, there's a nice compilation of 'sailboat accessib bars to be found at www.hallman.org/loulabay/. Having be

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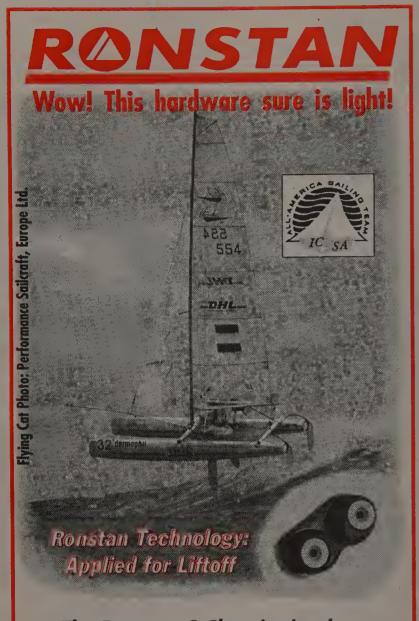
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LETTERS

to four of the bars in question, I can say that it seems well researched. I also want to throw in a gushing 'thank you' for putting out such a great magazine, which I faithfully read every month. Max Ebb is the best!

Carl Harrington Poisson d'Avril, Yankee Dolphin **24** Edmonds, WA

Carl — That humorous site is a perfect example of how the power of the Internet can be wasted. Nice work, guys.

ÎUINEXPENSIVE CATS

Last week my wife and I sailed into Marathon Key in Florida, 2.5 years after leaving San Francisco aboard our Fisher 32 catamaran. Upon collecting our overdue mail, we were thrilled that my brother had enclosed the most recent issues of *Latitude*. However, I was dismayed — and somewhat surprised — at the editor's answer to an inquiry about affordable cats from John Bunnell of Seattle. Rather than directing him to relevant sources of information, you chose only to provide him with your — albeit asked for — opinion, which was, "it's difficult to find even a good (catamaran) . . . suitable for ocean crossings for less than \$150,000. . . "

This is just not true! Besides the fact that Bunnell didn't say that he wanted to cross oceans - perhaps he just wants to explore the West Coast — there have been hundreds of ocean crossings by catamarans less than 40 feet in length. For in stance, back in the '70s the Swale family sailed their off-theshelf, British-built, O'Brien 30 around the world - including Cape Horn. Wharram cats — which are admittedly minimally comfortable except in the tropics — have been doing the same thing for decades, as have Prouts. There are many other older models of cats, too: Heavenly Twins 26, Cherokee 35, Catalag 34 and 41, Solaris 43, and many more. Our point is that there are dozens of smaller, less expensive cats for sale that are capable of sailing the Caribbean, the Med and across the Atlantic As we previously mentioned, we just completed 5,000 miles aboard our comfortable Catfisher, and two years from now plan to sail her to Sweden.

Until the proliferation of mostly over 40-foot, mostly French built for the Caribbean charter trade catamaran in the late '80s most production cats were built in England. And lots of then crossed the Atlantic. Your belief that it takes at least \$200,000 to buy an ocean-capable catamaran ignores the fact that hun dreds — probably thousands — of people have successfully crossed oceans aboard smaller, Iess expensive, but still fully capable catamarans. It also does a disservice to the many people who, like Mr. Bunnell, are considering an affordable multihull Frankly, we wouldn't trade our 32-ft catamaran for one of the French production cats, as she's all we need to take us any where.

As far as performance, cats are like monohulls in that som just don't perform as well as others. If you want to race, buy go-fast multihull. If you want to cruise comfortably and safely buy a cruising cat. No, the performance won't be as good with the latter, but you shouldn't be in a hurry anyway.

I picked up the most recent issue of *Multihulls Magazine* and counted 36 catamarans in their classified section for sal for less than \$100,000 that I think would be capable of completing the voyage we just completed. And some would also be capable of taking their owners around the world. The most comprehensive — and eclectic — list of multihulls is to be found a Patrick Boyd Multihulls of England. He's been involved it multihulls for as long as I can remember — maybe 30 years.

You also ignore the huge array of cruising trimarans for sal – although some of them are admittedly worth avoiding! How

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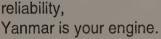


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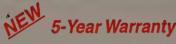
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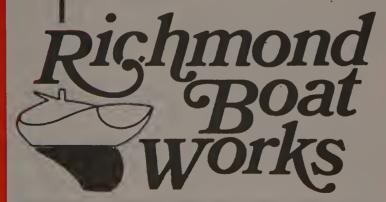
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LETTERS

ever, the Corsair folding trimarans are a wonderful option, providing trailerabilty and exhilarating sailing. Furthermore, F-27s have crossed the Atlantic.

I base my statements and opinions on many thousands of cruising miles aboard a variety of cats, and also thousands of miles delivering monohulls for The Moorings and other companies. I will be glad to share my knowledge with Bunnell and others, and therefore have included my email address. Two books he can order are *The Cruising Multihull* by Chris White and the *Sailors Multihull Guide* by Chuck Cantor, both of which will answer a lot of questions.

Since we last wrote, we spent some wonderful time in the San Bla's Islands of Panama, a terrific two months in Cartagena — our favorite city — and bashed up the coast of Colombia to Aruba, Puerto Rico and the Virgins. We then sailed to the Turks and Caicos — which are lovely islands — and finally to the Florida Keys. Who knows what comes next?

Capt. Jonathan and Joell White JoJo, 32 Fisher catamaran catfisher32@hotmail.com

Capt Jonathan & Joell — Thank you for challenging our response. While our answer wasn't meant to be definitive, it cer-

tainly needs some clarification.

First of all, there is the matter of trimarans. Last month Joanne Sandstrom — whose trimaran Anduril has already circumnavigated twice — took us to task for virtually ignoring trimarans as cruising boats. And now you've done the same. We plead guilty. There are many fine trimarans that have been crossed oceans and sailed around the world. But in all honesty, we know very little about trimarans from the '60s and '70s, and couldn't tell a good one — of which there were many — from the bad ones — of which there might be even more. As for tris such as the Corsair F-27, they certainly have crossed oceans, but the designer and builder have repeatedly warned that they were neither designed nor built for that purpose. Of course, that proviso is probably just to keep the lawyers off their backs.

You're also correct in pointing out that there are many older and/or smaller cruising catamarans for sale for under \$100,000. Multihulls magazine and Patrick Boyd's website at www.multihulls.co.uk are both good places to look. Boyd's website in particular, as the many photographs of such boats will quickly acquaint readers to what you mean by "eclectic" boats. Almost all of the cats that fit your parameters are quite old, and few bear anything but a passing resemblance to modern cats in design, construction or performance. Furthermore, age and relatively primitive cat design can't be overlooked as potential problems. For instance, several of the Iroquois 30 cats — made in Britain in the late '60s and early '70s — lost their wooden rud-

ders during Atlantic crossings.

The older British style cats also tended to be heavy, unable to sail upwind very well, and sometimes quite slow. But as you correctly pointed out, speed isn't important to everyone. For folks who don't care about performance and know the importance of sailing a cat conservatively, we think many of the older cats would be just fine in the more protected waters of the Pacific Northwest, the Sea of Cortez, along the coast of mainland Mexico, among the Greek Islands — places where the weather is normally relatively benign and shelter is close at hand. But we'd personally have little interest — it's as much a matter of speed as safety — in sailing one of these cats across a potentially rough ocean. It's sort of like the guy who sailed a \$3,000 Columbia Sabre — which is basically a 5.5 meter daysailer with a tiny cabin — from San Diego to Key West. Sure, it's possible, but that doesn't mean we're going to recommend it to others.

While Chris White's The Cruising Multihull is becoming some-

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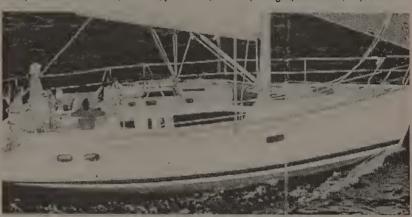
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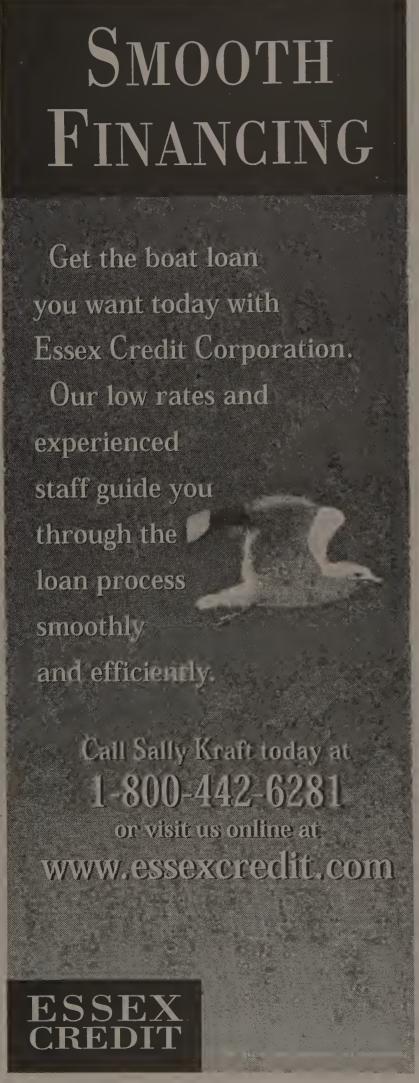


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LETTERS

what dated, we still believe that it's an excellent introduction to multihull concepts. In fact, prior to having our cat built, a couple of things on page 198 made a huge impression on us:

"A 19% increase in a yacht's size doubles its stability; dou-

bling its size increases its stability 16 times."

And, "I am not the only multihull sailor who feels that 40 LOA is an approximate lower limit for a safe multihull offshore in heavy weather."

When it comes to those who think 'the longer the cat, the safer the cat', and that 40-feet is the minimum safe length for an oceangoing cat, you can include the late Lock Crowther, who was Australia's most notable multihull designer; the late Peter Spronk, who for many years was the most prolific cat designer and builder in the Caribbean; and Chris Doyle, author of many great Caribbean cruising guides and who, after 20 years of sailing a 41-foot Caribe monohull, is building a 40-foot cat in Trinidad. In fact, in the most recent issue of the Caribbean Compass, the soon-to-be catamaran owner Doyle cautions sailors not to ignore the possibility of cruising cats capsizing:

"If you read the multihull literature, you would think that the chance of capsize on a modern cruising cat is so remote as to be almost unthinkable. Yet my experience in the Caribbean tells me that there is more to it than that. There have been at the very least half a dozen capsizes of multihulls in the lower Caribbean while I have been cruising here, and at least half of these have been your standard French-designed bareboat cruising cat. The flips happened in wind and sea conditions where no monohul would be anywhere near being threatened. Some of these cats were at least 36 feet long and not of the fastest variety. To be fair, hundreds of these boats charter every week, and nearly all of them make it back with the right side up. So what's the story?

"The multihull capsizes I know about did not happen in the open sea, where cats seem quite safe, but in the lee of tall is lands, in calm seas — but during intense gusts of wind. Strong tradewinds seem to get held up in high mountains and then released, bursting forth in a ferocious shrieking gust that has not only a sideways force, but also a considerable downward force. For a monohull, these 'williwaws' are no problem — the boat heels over, rounds up, the sails flap, and the captain curses as his rum punch ends up in the scuppers. A multi with her sails sheeted in, however, has little forward momentum to be able to convert the wind speed to boat speed — and a few seconds is alit takes to be flipped over. It can happen, and one needs to be aware of that."

For this and many other reasons, Latitude's multihull mantre remains: Maximum length and bridgedeck clearance, minimum

weight, and constant vigilance.

↑USUCCESSFUL CRUISING MULTIHULLS

During some email correspondence on another matter, the Wanderer indicated he felt he knew very little about cruising multihulls of the '60s, '70s and early '80s. He asked me to write a little about the trimaran I went cruising in, and other design that were generally considered to be successes.

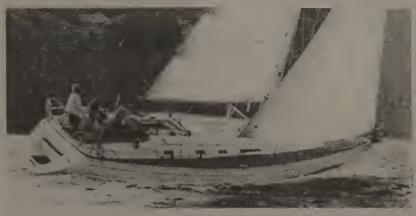
My boat was a 31-ft A-Frame model Jim Brown Searunner As for other successful designs, I'm a big fan of anything draw by Jim Brown and John Marples. I built and sailed my own, s I am biased. To my thinking, the Searunner line was ahead of its time, as they were easy to build and had many common sense virtues — including a good seakeeping ability. Jim Brown lives in fear of somebody getting hurt in one of his designs, she takes great care to make them safe, comfortable and easy thandle. If I'm not mistaken, the first Searunner was drawn in '69 or '70. Trimarans drawn by Norm Cross of San Diego wer also highly respected.

I really liked my Searunner, but at 31 feet she became to

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LETTERS

small to be comfortable enough for my wife, son and me. I have since sold the tri and am starting to build a 37-foot catamaran designed by Derek Kelsall. Derek developed a novel approach to boatbuilding, something he calls the 'Kelsall Swiftbuild Sandwich' method. It's a composite construction using (mostly) polyester resins and PVC foam. These boats start as panels developed on a flat, Formica table, and the panels are then tortured into hull shapes. Kelsall holds workshops about this method around the world, and I attended one in the Bay Area last summer. It was fascinating — and we completed a 20-foot proa in just that weekend. Having spent 18 months researching my next boat project, I was sold. You should do an article on the process some time. If anyone wants further information, they can visit www.kelsall.com.

I'm very pleased to see that *Latitude* now has a catamaran.

Pete Miller

Morro Bay

Pete — It's true that we know very little about older cruising trimarans. Since we don't want to neglect any segment of the sailing world, we're all ears if anybody else wants to weigh in with opinions about 'classic' trimarans. And if you let us know when you're halfway done with your new cat, we'll do a story.

↑UDINGHY DUMBBELL

A while back in 'Lectronic Latitude, you ran a photo of a dinghy being towed behind a boat, and asked how many mistakes

could be found. I counted six:

1) the motor was left in the dinghy.
2) The kill switch was left attached.
3) Even if left in the dinghy, the motor isn't kicked up. 4) The tank is not tied down — and in any event should have been brought aboard the mother ship to avoid losing



What's wrong with this picture?

it during a capsize, something that often happens with inflatables. 5) The bow line painter appears to be something other than a bowline. And 6) The painter may be too long — but I'd have to see more to tell for sure.

Kit Stycket Cyberspace

Kit — We'd say that you've covered all the major points.

AVERAGE CRUISING BOAT SPEED

Aloha to the readers and editors of *Latitude*. With all the recent talk about average cruising boat speeds, I thought I might report on how my son Jeffrey and I did sailing down the West Coast from Neah Bay, Washington, to San Francisco in 1999. The principal actor in the drama is *Malialynn* of Honolulu, a Rafiki 37 design that is perhaps the jewel of N.A. Huntingsford's design work. The boat displaces a 11 tons and sports a full length keel that draws six feet. Today she would be thought of as a comfortable cruiser — with the emphasis on slow, particularly in view of her having an apple-cheeked pointed stern. Depending on one's point of view, all these things are attributes or curses. But at the end of the voyage, nothing is clearer than the understanding that all boats are a compromise, what with their being married to the sea while always flirting with the heavens.

Come Cruise With Us!

For the umpteen thousandth time you drive across a bridge on a sunny day, gaze at the boats on the water and promise yourself this is the year you're going to get out on the water! But how? Rushing out to buy a boat seems a bit impetuous when you don't even know if you're going to like it. Lessons might be a good first step, but then what? A good club can get you off on the right foot. We humbly suggest you check out Club Nautique for the following reasons:

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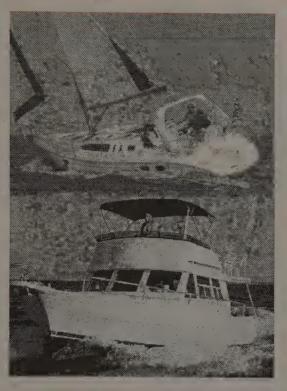
We offer instruction through the Bareboat Charter Certificate level on our fleet of Mainship Trawlers so you'll be ready not only for San Francisco Bay or a crossing to Catalina, but for a vacation charter to the San Juans or the Caribbean.

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Weather

No, we can't actually control the weather, but at least we've located our clubs where the weather is better. It's nice to enjoy sunshine rather than fog and it's nice not to get blasted by the wind the moment you poke your nose out of the marina. Visit us and decide for yourself.

2 Memberships For The Price Of 1

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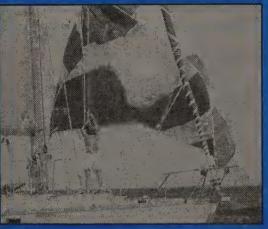
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LETTERS

For several months we checked out the harbormaster's weatherfaxes hoping for a window, but saw only the wicked snake pits of violent low pressure systems. So we postponed our passage until after the sun had crossed the equator on its way north. Like most superstitions, this proved to have some basis in reality. Our window soon opened and we set sail on the blue moon of April 1, 1999. Our expected course would angle us out to 100 miles west of the Columbia River mouth, then southerly to a point around Cape Mendocino, then angling back southeasterly for the Gate. The idea was to avoid the influence of the various points and capes, but most importantly to avoid the commercial coastal traffic. As a licensed deck officer, I know the hazard shipping presents to the unwary and foolish. Besides, deep water is beautiful and, in my opinion, more forgiving.

Cutting to the chase, our passage lasted 6 days, 16 hours and 10 minutes, and had taken us as far as 139 miles west of Crescent City. The wind had been from the NNE and the skies clear — although we did have a squall with hail. Most of the sailing was fast. For example, we covered 181 miles in just under 24 hours while carrying just the 115 sq. ft. try'sl — which only represents 11.4% of the total sail area available to us. From abeam of Cape Flattery to abeam of Point Reyes, we covered 741 nautical miles at 5.8 knots. Our average from hook to hook was 4.8 knots. The only hand steering was done by Jeff for sport, as the poor kid doesn't get to surf a boat very often. All the recent discussion about average speeds has helped put our passage into perspective — and proved to me, at least, that my little ship is swift, beautiful and to be envied by all good sailormen and sailorwomen.

P.S. Malialynn arrived back in Alameda, her point of launching, within a few days of her 21st birthday. She thus completed a triangle between Alameda, Honolulu and Anacortes. Hopefully she'll be voyaging much further in the future, hopefully in

a more circular direction. Good sailing to all.

S .K. Sage Malialynn, Rafiki 37 Honolulu

↑↓10 KNOT AVERAGE

I'm sure you folks are seeing the same news reports on the Vendée Globe that I am. If the *best* these boats can average is 8.7 knots, I certainly have to agree with the Wanderer in doubting — or better yet, calling B.S. — on claims that Swan 651s or Deerfoot 65s could average 10+ knots. Here's the excerpt that I am basing my opinion on:

"After 30 days of sailing downwind, the leading boats are now braving the Atlantic against the prevailing winds and seas. The best averages were achieved by Titouan Lamazou and Alan Gautier, in 34 days, or 210 miles a day, at an average of 8.7 knots. Using this mean, leader Michel Desjoyeaux (PRB) would arrive in Les Sables d'Olonne on February 13th. The virtual battle between the 2001 leader with the previous Vendée Globe winners to establish the time record for this section of the race has been waged for five days already, and yet is still neck and neck."

Pat Abreu Seattle

Pat — Averaging 10 knots is very difficult, even for Open 60s — which based on Bernard Stamm's new 24-hour record of 462 miles with Armor Lux - Foie Gras Bizac, are the fastest monohulls in the world. As for Desjoyeaux, thanks to weeks of high speed downwind sailing in the Southern Ocean, he won the Vendée with an average speed of 10.69 knots, a staggering 11% improvement over the previous record. Keep in mind that compar-

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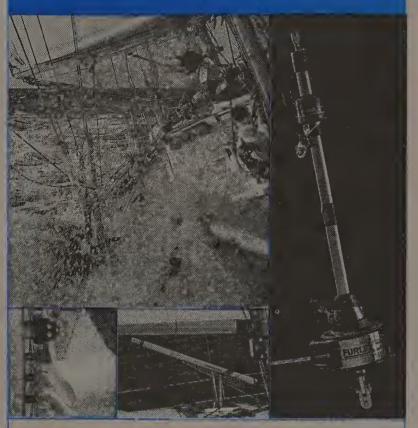
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LETTERS

ing an Open 60 to a Swan 651 or Deerfoot 65 is — with absolutely no disrespect to either of the latter — like comparing a Ferrari to a motorhome.

↑ I HAVE A LOT OF RESPECT FOR STEVE DASHEW

I have been following and enjoying the exchanges about boat speed between Latitude and Steve Dashew in the Letters col-



No cruising boats can do this for hours on end.

umn. I wanted to thank you for bringing this subject to the attention of your readers.

I have a lot of respect for Steve Dashew. I keep one copy of his *Offshore Cruising Encyclopedia* in the office, and my other copy on my boat. I recommend this book to all cruising sailors. However, I learned several years ago that Steve and I don't even share a common vocabulary to discuss yacht design issues. When I say 'on the wind' or 'five knots', I mean one thing, and in order for the debate to continue, I need to know my opponent means the same thing.

I have the disadvantage of being primarily a designer of cruising boats. This means that come Monday morning, my clients may call to tell me about how much they enjoyed the leg of lamb they had Saturday night on the hook, or how they extricated themselves after running aground entering the marina. 1 don't get that valuable feedback that comes from reliable, objective race results. But when I do get race results, I want them in a format that I can use to improve my design work. Race results from events that permit powering as well as sailing, tell me nothing at all. I need to know how one of my designs did against another design when both boats were hard on the wind or ripping along off the wind — motors off. Despite the plethora of 'performance data' I get from clients, very little of it is of any use to me because it's just not accurate enough. I have to rely upon my own sailing tests or reports from sailors that I am confident 'speak my language'.

Having a clear and accurate understanding of one's true performance potential is a big part of good seamanship. Being delusional about one's boat speed leads to navigational errors, poor weather management judgement, and fist-fights in bars. I get rather angry when I read inflated reports of boat speed—even by owners of boats that I designed. Who do these people think they are fooling? I know better. I think a quick look at PHRF ratings from various areas around the country can put a lot of these arguments to rest. If PHRF says an Ericson 38 is faster than the Valiant 40 that I designed, I sure don't like it, but I do believe it. And no owner of a Valiant 40 is going to convince me otherwise.

So thank you Latitude for calling Steve Dashew on the mat



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IFTTFRS

and giving him a dose of reality. We all have a story about the day we beat so and so and his 90-footer. One of my old bosses used to tell a story about beating a Cal 39 with his 38-ft pinksterned, full-keeled, topsail ketch! He really believed it, I guess. Steve Dashew is a world class cruising sailor expert at marketing his boats. Given their performance objectives, his boats are good boats and I have always admired them. I even like the way they look! But a line needs to be drawn between marketing techniques and actual performance figures.

We designers are very sensitive beings. Our boats are our babies. I'd like to fool myself into thinking that my Valiant 40 is faster than the Ericson 38, but where would it get me? Owners of Ericson 38s would think I was an idiot. You get my drift. Your exchange with Dashew could not have appeared in any other U.S. yachting publication. Latitude is still the only yachting mag that I read cover to cover.

> **Bob Perry** Ricky Nelson, Esprit 37 Seattle

↑ THE \$100.000 LONG RANGE CRUISER

I'm planning on buying a long-range cruising boat in the next year or two. My wife and I are planning to cruise the Caribbean, then head across the Pacific in a two to three year plan. I'm looking for a consensus — or at least a majority opinion as to the best type and manufacturer of a boat for that kind of trip, and the kind of equipment needed to make such an adventure liveable. My priorities are safety, comfort and speed — in that order. I would like to spend as little as possible, as I'm a retired teacher and therefore don't have unlimited funds. I could manage something up to \$150,000, but would be much happier in the \$100,000 range. In looking around, I've seen boats in the same size and age range, made of the same material and similarly outfitted, but with a great range in price depending on the manufacturer.

So what I'm looking for, is a list of boats in the 45 to 55 foot range that have proven themselves to be seaworthy, low maintenance, and relatively easy for two to handle. Secondly, I'm looking for a list of equipment, broken down into 'must have', 'important', 'nice' and 'over the top'. I'm talking about everything from pressurized water, to watermakers to stoves and refrigerators; from GPS to radios; from rigging to types of spars, to different rigging, to sails; from engine type and manufacturer. I need it all.

To give you an idea of what has turned my head so far, I like Ted Brewer's 60 foot Arctic Loon and his Orca 45. They sound like ideal boats to me, but out of my price range. I've also looked at a 1976 Gulfstar 52, an '86 Beneteau 51 and a custom Brewer

I've been reading and reading, and just seem to get more confused. I'm hoping that you or your readers can set me on the right trail. If anyone knows of any good articles or books on this topic I'd appreciate that, too.

> Roger Gerson Gilbert, Arizona

Roger — Naval architect Bob Perry and we may not see eye to eye with Steve Dashew on issues of boat speed or even boats, but we think Steve and his wife Linda's massive Offshore Sailing Encyclopedia is far and away the finest introduction to boats and cruising we've ever seen. Their just published Practical Seamanship is also full of great information. We're not suggesting that you necessarily accept everything written as gospel truth, but it will certainly give you a talking knowledge of way more than you need to know.

Having said that, we're going to caution you not to get bogged

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THE MOGUL SAYS.

A lot of folks are doing their Spring outfitting now. We get a lot of questions about how to apply paint and



varnish around this time of the year. From my experience I have found there are three key things to remember to get a fine finish. They are: preparation, preparation, and preparation. Most all marine grade paints and varnishes are of such high quality they will cover up many mistakes. However there is no substitute for proper preparation of the surface. If you properly clean and sand the surface you will achieve a beautiful finish you can be proud of.

The key is to follow the paint or varnish manufacturers instructions to the letter. Virtually every brand says in its instruction that the surface must be "clean, dry, free of all dirt, peeling paint and foreign matter". If you do this and also sand properly and undercoat if needed, you will achieve the kind of finish that people will ask you where you had it done and you will be able to tell them with pride that you did it yourself.

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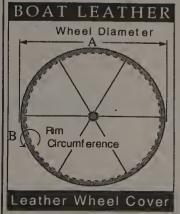
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down in details about which is the best anchor roller, whether masthead rigs are better than fractional rigs, and how much righting moment a boat should have. In the big scheme of cruising, these things aren't all that important and/or have already been thought out by the designer/manufacturer of each boat. The truth is that probably 75% of the sailboats over 30 feet in major California marinas could — in experienced hands — make the trip you're proposing pretty much just the way they are. So whether you want to make the trip in a \$25,000 boat, a \$50,000 boat, a \$100,000 boat or a \$150,000 boat, is mostly a matter of how much comfort and complexity you require, and what kind of an image you might want to project. Of course, don't forget that the real price you pay for a boat is the difference between what you bought it for and what you eventually sell it for. So buying the cheapest boat possible can be as foolish as buying the most expensive boat.

On the assumption that you're relatively new to sailing, we're

going to toss out five basic tips:

1) 'Smaller' is much safer, easier and more fun than 'too big' for new sailors. We say this as a person who has owned, continue's to own, and loves big boats. Nonetheless, if you won the lottery and were somehow able to afford the Brewer 60 that has caught your eye, we can almost assure you that you'd quickly be disappointed because it would probably be more boat than you were ready to handle. We think you'd be better off — even in a good blow — with something like a Cal 31, two of which were in last year's Ha-Ha, both of which had already circumnavigated. Or a Farallon 29, Westsail 32, Nor'West 33, Cascade 36, Pearson 36, Tartan 37, Express 37, Ericson 38, Freya 39, Cal 40, Tartan 41 - or a thousand other boats in that vein. In fact, we'd suggest that you buy one of these less expensive boats, earn your chops in the Caribbean, then maybe — if it still seemed like a good idea — trade up before heading across the Pacific.

2) Weight is a more critical factor than size when it comes to your ability to handle a boat — particularly if you're closing in on retirement age. If you've got a problem with a roller furler and have to lower a flogging jib on a Tartan 37, you want to be careful so you don't get hurt. If you have to do the same thing on a Brewer 60, you want to be careful so you don't get killed. Heavy boats require bigger anchors, larger sails, more expensive winches — and often additional crew. The only proviso is that if you're one of those who likes to try everything — plus take half a chandlery in spare parts — with you, a smaller and lighter boat can't carry it safely. There are situations where only larger and heavier

3) Reasonable folks can certainly disagree about this — but we suggest that you don't underestimate the importance of speed. In most situations you're likely to encounter, your top two priorities — safety and comfort — will actually be functions of speed.

For example, it's usually safer and more comfortable to finish a 600-mile passage in four days than it is in six days.

4) Lean toward keeping things simple. For instance, there is nothing that looks better — but requires more work, particularly in the tropics — than wood. So think carefully about how much you want on the exterior of your boat. The same thing goes for boat systems which, as nice as they might be, require plenty of time for installation and maintenance. Depending on whether or not you enjoy maintenance, less can indeed be more.

5) Sailing skills — acquired through hands-on experience are infinitely more important than the boat you buy. A good sailor in a crappy boat will have twice the fun and be 10 times safer

than an inexperienced sailor on the world's best boat.

↑ CALLING ALL TRAVELLERS ` `

will do, and, in fact, would be faster.

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LETTERS

fiberglass in the '70s. They look somewhat like a Westsail 32 or an Aries 32, but they are sleeker than the Westsail, and unlike the Westsail and Aries, have double spreaders. Designed for bluewater cruising, the Traveller 32s are pretty well dispersed, so this letter is an effort to contact present owners to form some sort of a communication network to share restoration ideas and other information. If you own one or recognize one living in your marina, please send an email to <code>ewilli7021@aol.com</code>, or call me at (916) 395-2145.

Dick Einspahr Sacramento

↑ UVENTURA AND AFTERBURNER

It's with some interest that I've read the recent letters — some negative, some positive — about Ventura West Marina and Ventura Harbor in general. As an aside to this debate, I'd like to thank Scott Miller, the Ventura Harbormaster, for recently saving my new boat — and butt.

Last year I purchased the 52-foot long by 32-foot wide Kiwi



'Afterburner' lit up in New Zealand.

racing catamaran Afterburner, and shipped it to California before Christmas. I had assumed that finding a yard to assemble her wouldn't be a problem, but 1 was

wrong. I called just about every yard from Long Beach north, only to be told there was no room for such a big boat — let alone facilities to launch her. (Actually, I did get a "maybe" from one commercial yard).

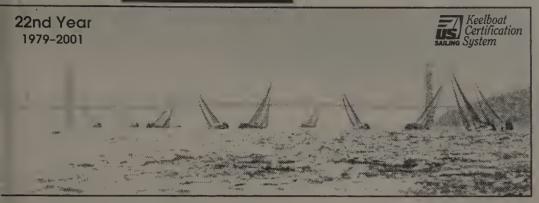
Anyway, it was Christmas time when I approached Scott with my tale of there being 'no room at the inn'. I asked him if it might be possible for me to assemble my new boat in the Ventura Harbor public launch ramp parking lot. He not only agreed, but he even pointed out that the required season parking permit would cover both my car and my boat. He let us put up a fence, and we quickly got to work. We were there for a week with a crew working every day. When we finally got her put together, we had a crane-assisted launch at the ramp.

Thanks to Scott Miller — a harbormaster who is actually interested in helping people — *Afterburner* is together and in her slip at her new homeport of Ventura, and we're able to have great times sailing her.

The editor of *Latitude* thinks some readers might enjoy knowing how I came to buy *Afterburner*, so here's the short version. I'd been an armchair multihull sailor since the late '70s, and never have sailed on a monohull. I became a beachcat sailor in '81 with a Sol Cat, and stepped up to a Nacra 5.8 in '82. I sailed and raced that cat actively until about '87, when the demands of work and family finally took up my free time. But in early '98, I woke up and realized my kids were grown and my business could carry me — so I went out and bought *Sonrisa*, a used 40-ft Crowther cat. She's a fun light cruiser that I used — and still own — for daysailing and ORCA races.

Did I mention that my wife doesn't sail? My honest self-examination led me to realize that I wasn't going cruising anytime soon, but I was really enjoying multihull racing again. Enjoying it except for the fact that Sonrisa— which we've had up to 23 knots— is, like almost all cats, as slow as a monohull in under 10 knots of wind, slower than a monohull in under six knots of

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wind, and has never beaten an F-31 trimaran. So I started looking for a used racing cat with credentials — and ORCA compatibility, which means the boat had to have accommodations. I soon learned about *Afterburner* in New Zealand, and the Kiwi exchange rate made the price quite attractive. I also liked the idea that the massively overpowered boat was said to be "the fastest sailboat in New Zealand". What could be a better remedy for my mid-life crisis? So I grabbed my wife — who does like to travel — and we took an impromptu vacation in New Zealand, bought the boat, and had her shipped home. It sounds easy, but the shipment-related work drove the price up by 50% — ouch! — and required weeks of labor. All way more than I'd estimated.

But all the work was over by December, and we've been sailing out of Ventura on Saturdays ever since. I've a core crew of all-around sailors, and a 'pro' who visits on occasion. We're getting ready for our first race, this year's Newport to Ensenada Race at the end of April. Our biggest problem is getting experience in a wider range of conditions and expanding our comfort range. Simply put, *Afterburner* gets scary real quick. But it's a fun scary, if you know what I mean. She'll sail much faster than we will at the moment. We had winds up to maybe 12 knots last Saturday, and were spinnaker reaching at 20 knots. But there's not a lot of room for mistakes, so we're taking it slow.

I bought the cat for the challenge of learning about such a high-performance boat and the thrill of sailing fast, I predict we'll never win on handicap, but we'll have enough fun in passing boats, being in front, and going very fast. *Afterburner* lives up to the speed promise associated with multihulls.

Bill Gibbs Afterburner Moorpark, CA

↑#FUTURE EVENTS ON THE BAY

I noticed that your *Calendar* feature doesn't include events in the distant future. Is there any way that I can get information on what's happening in the San Francisco area June 23-30? Boat shows, exhibits, races — that kind of thing.

Ray-nelle Cobb Northern California

Ray-nelle — Sure, just pick up a copy of the 60-page Northern California Sailing Calendar, which is published and distributed by Latitude 38. There are still some out where Latitudes are distributed, or you can pick one up from our booth at Sail Expo or at our office in Mill Valley.

Let's see, June 23 through June 30 . . . Yes, there's tons of stuff happening: the Master Mariners Wooden Boat Show, the Woodies Invitational on the Cityfront, the South Bay Moonlight Marathon, the Belle & Bull El Toro Regatta, the start of the 49er World Cup — way too much to list here.

↑ WHERE TO RETIRE?

I am anticipating retirement in 2.5 years. Having sailed San Francisco Bay for the last 10 years, I feel the need for some warm weather sailing. Mexico would be my choice. But I have some questions. First, where would you choose to retire to for approximately four to six months a year? La Paz, Puerto Vallarta, or somewhere else? Secondly, what months of the year have the best weather? Your vast experience — and that of your readers — would be greatly appreciated.

Michael Buttress Corte Madera

Michael — Are you in luck! If you're looking to do some warm



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LETTERS

weather retirement cruising, you couldn't pick a better spot than Mexico. It's close, warm, inexpensive, and has tremendous variety and wonderful people. Furthermore, given the predominantly benign conditions, you don't need a particularly large or expensive boat. Pretty much all the racer/cruisers designed for Southern California would be adequate for the purpose.

A word about the weather, as mainland Mexico and the Sea

of Cortez have completely different cruising seasons. Mainland Mexico, from Mazatlan south, has thoroughly delightful weather all winter — meaning from mid-October until mid-May. Both the air and water temperature are a little higher the further south you go. Mainland Mexico, however, is not a place we'd recommend from June through the end of October. Hurricanes are the biggest danger, but torrential rains and dreadful humidity make the living conditions very unpleasant. The prime cruising times in Mexico's other great cruising area, the Sea of Cortez, is during the spring and fall. The air temperature isn't too cold in the winter, but the water is definitely too cold for swimming. On the other hand, it's so hot in the Sea of Cortez from June through late September that you have to stay in the water — which has warmed dramatically — to keep from drying out into human jerky. We're not saying that some people don't enjoy the Sea in winter and/or summer, just that the moderate weather of spring and fall are far more enjoyable.

If we had to chose a single place from which to base a boat in Mexico during Northern California's cold months, it would be hands down — Banderas Bay. The primary reason is that Banderas Bay has the best sailing conditions in Mexico — and some of the best in the world. The standard fare is 12 to 18 knots from about 11 a.m. to 5 p.m., but near calm conditions before and after. The seas are generally flat, but full of life. When we were sailing the bay last month, we had to tack no less than eight times in two hours to avoid hitting whales, which were everywhere. Banderas Bay also presents the cruiser with a variety of tempting options. If you stay in Marina Vallarta, you're near the heart of a pulsing city — which despite its wild tourist scene also has quite a bit of culture. On the other hand, it's much



Pleasure sailing on Banderas Bay.

eter a few miles north at Nuevo Vallarta's Marina Paradise, which also has a wonderful beach, and an excellent resort and marina with all the amenities. Finally, if you're looking for an even more quiet and natural setting, there's nearby La Cruz, the smoothest anchorage in the bay, or better still, Punta Mita

cleaner and qui-

and environs — the Wanderer's favorite — which comes complete with great surf. There are many other great places to visit and anchor in the 12-mile by 18-mile bay. Further more, there are 40 miles of great 'Jungle Coast' to the north, and the terrific 150 miles of 'Gold Coast' to the south. Puerto Vallarta is a major transportation hub with numerous flights each day back to the States, and better than average medical care. Keeping a boat in a Banderas Bay marina over the summer is not a problem, as most cruisers bail south or north by the end of April, making both dry and wet storage available.

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LETTERS

Other cruisers will rightfully rave about Z-town, Mazatlan, La Paz and Puerto Escondido. These are all excellent bases with their own unique charms. As a result, you may want to base out of Banderas Bay the first year or two, during which time you could venture as far north as Mazatlan or as far south as Z-town. During the third or fourth year, you might want to base your boat out of La Paz or Puerto Escondido for three months of Sea of Cortez cruising in the spring, and then three more months in the fall. In any event, we assure you that you have many wonderful — and warm — sailing adventures to look forward to.

↑USANTANA 20S

Any Santana 20s out there? The fleet seems to be growing in the rest of California, and it would nice if that happened in San Francisco Bay, as we have the best sailing. Check the Santana 20 website — www.s20.org — to get an idea of just how strong the fleet is getting.

Liam O'Flaherty
Pip Squeak , Santana 20

↑ WE SWAM, ATE AND DRANK

I have a confession to make: I'm in love with sailing. My little 19-footer and I have been partners for half a year, yet I only now learned how much we were meant for each other. From the very beginning, we sailed together. First on gusty mountain lakes, where I scared myself stiff from heeling so far during a 30-knot gust on Lake Pillsbury. I was alone with my ignorance on that occasion. And later on tranquil 10-knot days at Bodega Bay with my lady and a picnic lunch.

But one Saturday last fall was special. A friend had called the night before to ask, "How come we're not going sailing tomorrow?" All I could tell him was to show up at 9 a.m. with lunch and a beer. In brief, we squeezed five people onto my baby sized West Wight Potter 19! She didn't point quite as high from all the weight, but we had the best time that anyone can remember. Everybody took their turn at the helm, we did manoverboard drills and I taught them how to jibe. We also swam, ate and drank — and refused to turn the engine on until the sun had set. All in all, we shared the very essence of sailing. And now I have a crew where any one of us can command my very simple boat. So maybe the next time I see *Profligate*, perhaps it will be from the water near Sausalito rather than from on shore.

Thank you *Latitude* for being the forum, the university, the coliseum and sometimes the labyrinth. As you yourselves might admit, if so inclined, you're everything and nothing at all.

Eli Thomas West Wight Potter 19 Santa Rosa

Eli — We have good reason to believe we're nothing at all, but thanks for the nice words anyway. Most of all, thanks for proving once again that sailing pleasure isn't a function of boat size, but rather of sharing good times with friends — even if you're singlehanding and your only friend is the wind. Our only concern is that you might have too many friends. Please take care to never overload your boat, as it's one of the leading causes of pleasure boat accidents.

We also have a confession to make. After 24 years of publishing Latitude, we still love sailing. In fact, we're more passionate about it than ever.

↑↓TRAVELIFTS AND JETS ON THE WATERS

Your February story on Marine Travelift, Inc. states that their 300-ton model in San Diego is the largest in the United States. We have just returned from the Rybovich Spencer Yard in West



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LETTERS

Palm Beach, Florida, and can report that they also have a 300-ton Travelift in operation as well — and an 80-ton unit and a elevating railway. It's a great facility for any cruisers who make their way to the East Coast.

To confirm your info regarding *PlayStation*, we were zipping along on a broad reach in 25 knots while sea-trialing from West Palm to Ft. Lauderdale on January 25 when we looked over and saw *something* very large approaching off our port bow. It was *PlayStation*, doing about 20 knots upwind with a reefed main and only one of the four headsails rigged on the boat. Although they were just playing, they disappeared behind us like a jet! When we returned to Rybovich Spencer on January 26, *PlayStation* was on the end-tie next to us. The crew were unloading equipment and supplies, indicating that the boat would be there for the next three months. What an impressive piece of machinery!

The magazine is great and we're glad you have online capa-

bilities

Neal and Mary Anna Cirlot Previously of *Carousel* in Mazatlan and La Cruz San Diego

Neal & Mary Anna — Another interesting trend in Travelifts is extra width to haul beamy motoryachts and catamarans. Grenada Marine in Grenada has a 70-ton lift that can accommodate boats up to 32 feet wide, and Puerto del Rey Marina in Puerto Rico is taking delivery of a 166-ton Travelift that can hoist boats up to 33 feet wide. This is way off the subject, but why would a marina in Puerto Rico need a 166-ton Travelift? Perhaps because the marina, which currently has 600 boats in the water and another 600 on land, is soon to expand to 2,000 boats, which will make it the largest in the Caribbean. The so-called 'Puerto Rican Navy' is growing by leaps and bounds.

↑ PACIFIC CUP

As an eight-time Pacific Cup participant, I cannot agree with Latitude's suggestion of relocating the finish to the Honolulu side of Oahu. The beauty and hospitality of the Kaneohe finish is unsurpassed, and the event would be sorely diminished by moving the finish. The Kaneohe YC members have provided magnificent volunteer support to the Pacific Cup, but as Latitude has pointed out, 70-80 boats, their crew and families severely tax the resources of the family style club.

I would like to make three suggestions that may help the situation.

First, eliminate the finish committee up on the hill. Let each finisher take their own time seaward of the range between Pyramid Rock Light and the finish buoy. Taking one's own time is a time-honored ocean racing tradition, and would be at least as accurate as the present finish committee can determine from their location atop the two-mile distant Kansas Tower. This self-finishing procedure would also eliminate the need for a time limit which so many entrants — including ourselves — ran afoul of in the slow 2000 race. If you get to Kaneohe under sail, you should be considered a finisher, even if you don't make the awards ceremony.

Secondly, eliminate the pilot boats. Both channels entering Kaneohe Bay are downwind, buoyed, and have range lights. The Sampan Channel is easier to enter at night than the Alameda Estuary. The Main Channel is more of a challenge, but it is not difficult to get inside the smooth waters of Kaneohe Bay, anchor, and wait for daylight if need be. I would remind everyone that the only race boats to have run aground after the finish in the TransPac and the Pacific Cup have had local pilots and/or lead boats.

Thirdly, the Pacific Cup raft-up off the club's seawall shuts

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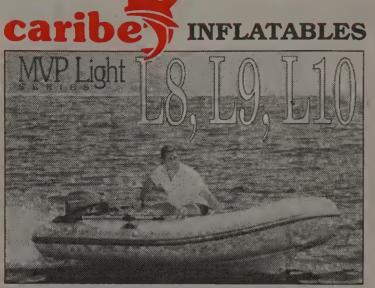
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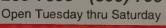
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LETTERS

down their Junior Program for two weeks and taxes the dock ing committee. I would propose after the welcoming festivities at the guest dock, all the entries be required to anchor in the ample roadstead seaward of the club. Anchoring out is anothe time-honored tradition in other parts of the world. How would crews get ashore? The Kaneohe YC has been good about running shoreboats, but the simple requirement of all entries to carry an inflatable dinghy would not be onerous.

The Pacific Cup finish at Kaneohe is one of the world's bes sailing destinations. Chinaman's Hat, the Koolau Range, the double-rainbows, and the swimming pool near the bar cannobe matched in any other Hawaiian location.

Skip Allar Wylie 27, *Wildflowe* Capitola

Skip — Perhaps we didn't make ourselves as clear as we could have, but we're not necessarily advocating that the Pacific Cup finish be moved, just that the destination's problems be recognized and that all the possible options be considered. As for your suggestion that the finishers take their own time, we're not sure that's such a good idea. It works for casual events such as the Ha-Ha, but when it comes to more serious and competitive events such as the Pacific Cup, we think some competitors might start questioning the honesty of others.

↑ UMEXICO OR CARIBBEAN

I'm all set to buy a boat this summer, but I'm not sure whether to buy one on the West Coast or the East Coast. You could help me by describing how Mexico compares to the Caribbean for cruising. I have sailed in the Bahamas and the Caribbean, and last year spent a couple of weeks in Baja on land. But as didn't sail in Baja, it was difficult to get an idea of what it would be like cruising there.

Mike Wilton Fort McMurray, Alberta, Canada

Mike — If the choice is between the Eastern Caribbean and Mexico, you couldn't possibly go wrong — but there are major differences.

Cruising in Mexico can be substantially less expensive, and the generally lighter winds and flatter seas make for easier sailing. The fishing is better, the sea life more prolific, and the surfing more consistent. The people of Mexico are warmer and friendlier, and there is nowhere in the world where cruisers socialize more among themselves. Mexico has lots of great fresh food and if you stay away from tourist areas, it's inexpensive. Mexico also has a strong culture. On the down side, the sailing is rarely as exciting and never as consistent as it is in the Caribbean, and the water isn't as uniformly warm or anywhere near as clear.

The Caribbean has perhaps the most consistently excellent sailing conditions in the world. Furthermore, the water is fabulously warm and clear year round, and the snorkeling is far superior to that in Mexico. There are far more young people in the Caribbean sailing scene — primarily working in some aspect of the charter industry — so the drinking and partying is much, much heavier and wilder. However, there is far less socializing among cruisers, as they can't find themselves among all the charter boats. But you meet cruisers from all over the world, not just Americans. Most of the great yachts of the world spend at least a fraction of their lives in the Caribbean, which is neat, while hardly any ever call on Mexico. There are far more anchorages in the Caribbean, but there are also probably 20 to 50 times as many boats, so it's harder to find spots to drop the hook by yourself. There are probably 10 times as many boatyards in the Caribbean, and far more yacht services available. There are also



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LETTERS

many more sailing events and regattas. On the down side, it's significantly more expensive to cruise the Caribbean, the locals on some islands can be unpleasant if not downright hostile, fresh

food is hard to come by and expensive, and in general restaurant food is mediocre and expensive.

All things con-

All things considered, both Mexico and the Caribbean are sensational cruising areas. The Caribbean might be the first choice of younger sailors looking for more action on the water and off, while the more benign



People party in the Caribbean like nowhere else — except maybe Ibiza.

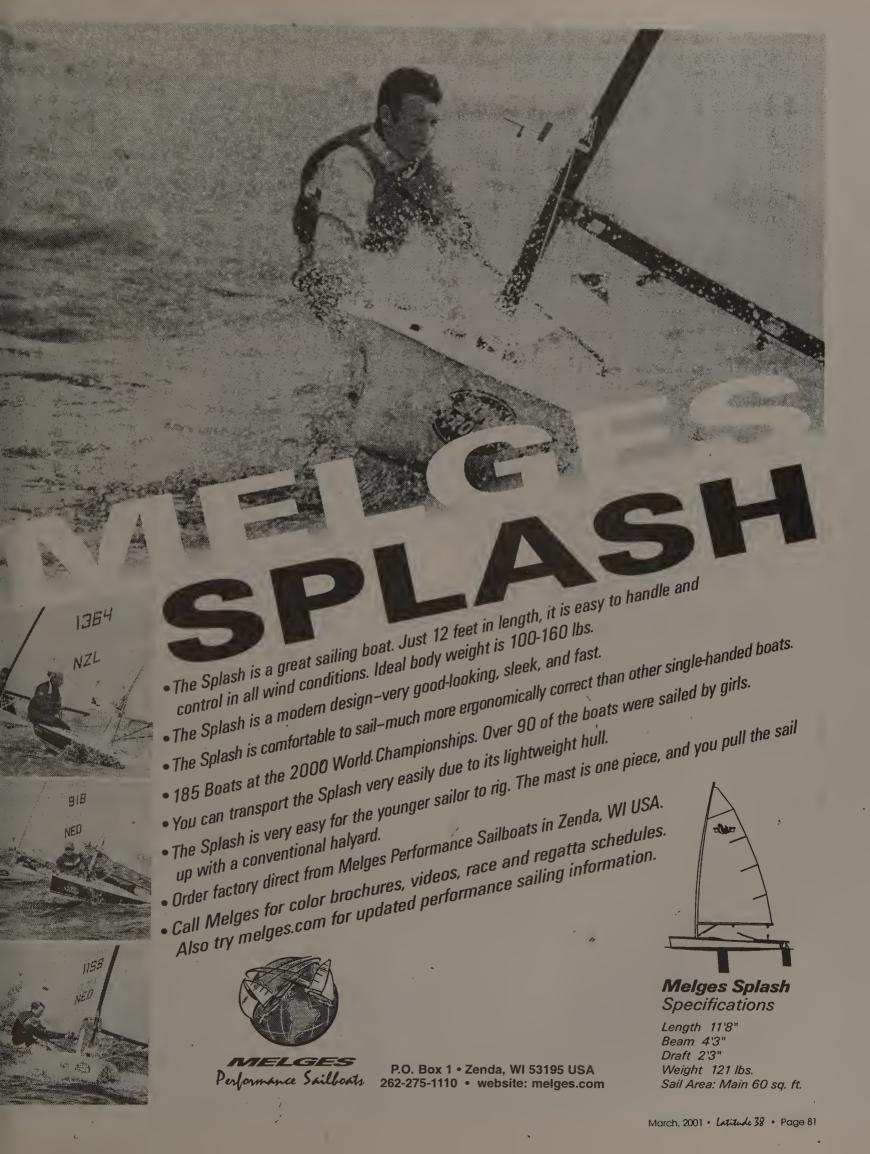
conditions and lower prices in Mexico make it more appealing to older sailors. But it would be a crime to miss either one.

↑\$\$COPP ON FISHING

It is always a pleasure to hear, even indirectly via the December *Changes*, from old friends such as John and Debby Dye, formerly of *Flying Gull* and now of *Lovely Reta*. Many cruisers mention the pleasure of meeting so many new friends, but it takes years to appreciate how long some of those friendships endure. While we have lost contact with John and Debby, my email is *erniecopp@aol.com*, and I'd love to hear directly from them — or any other old friends from our cruising days in the '70s and '80s.

Debby's mention of my famous fish story illustrates how much Turtle Bay has changed since the late '70s. There used to be a huge kelp bed between the village and the entrance to the bay. I went out early one morning with a fresh water rod and 12 pound line to catch some kelp bass. I quickly hooked up, saw a 16-inch bass on, and decided to play it for a while. Then suddenly it felt as thought it had hung up on something, so I gently worked my way over and kept jiggling the line. Finally this monster 42-inch white sea bass came rolling up with my orange spoon hanging from its lip. In spite of being very nervous because of the small line and big fish, I did manage to get him in the dinghy. I assumed he had taken the spoon away from the smaller fish, but when cleaning him, I noticed the shape of the smaller fish in his stomach. Sure enough, when I cut it open I found the first fish that I'd hooked! Not only did I have all the good eating, Cruising World paid me for the picture and the recipe I developed to cook it with. They don't have fish like that in Turtle Bay anymore.

Another fish story that is attracting some interest around here in Banderas Bay is all the fish I caught between Turtle Bay and La Paz on a 40-cent lure. A few years ago, I read in *Latitude* about someone catching a fish using a soda straw. I tried it, but decided the straw was too small to create enough turbulence. So I found some 5/16th's white shrink tube in my electrical supplies, used a wire leader in case I hooked a wahoo, and a shiny, bare 6/0 hook. I slid the tube over the wire to the loop in the leader. Depending on the boat speed and sea conditions, I fished the face of the waves about 75 to 125 feet back. It's okay if the lure skips occasionally like a flying fish, but if it wants to surf, you need to let out more line. In any event, using the 40-



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cent lure, I caught 11 fish: one yellowtail, one sierra, two man two bonita — which I don't eat — and five yellowfin. The onl secret I discovered was that each time you catch a fish, you must spread the loop in the leader back out so the tube will not slide down over the hook shank. There must be some space between the tube and the hook for the turbulence. I average about one fish per hour of fishing time, and always quit after catching one fish.

The last fish I caught caused me some embarrassment, and I would like to explain or apologize to the Blue Ribbon. As w rounded Coyote Point just before entering San Lorenzo Chan nel near La Paz, we were inside of Blue Ribbon. I remembered the channel marker and shoal on the south side of the channe Since my GPS and charts were not talking the same language I was using my binoculars to locate the channel marker. After locating it, I set my course accordingly. It was obvious that Blu Ribbon was on a converging course that would put them on th shoal to the left of the marker. So I held my course, and as w converged I signaled them to turn on their radio. I had Paulin explain to them about the channel marker and why I was no giving way to the south. The lady on the other boat said sh wasn't aware of the marker or shoals, and explained they wer having trouble identifying the very similar looking points. Whe she asked if she could follow us in to port, we naturally said of course they could.

While motoring side by side at six knots, the helmsma aboard *Blue Ribbon* decided to literally follow us — just as sierra struck my lure. The helmsman put his helm down an made a tight circle, coming up in my wake. He didn't notic that I had slowed down to land the fish, and was closing on m fast. As I was pulling in the fish, it looked like I was also pullin in the big blue boat! The other skipper quickly realized the difference in our speed, and turned to the side just before he wa close enough to gaff. During all the confusion; I took my eye off the fish and suffered seven lashes across the thumb — adding quite a bit of blood to the situation.

As *Blue Ribbon* passed us, a man standing on deck gave m a thumbs down for being a lousy guide and not staying out their way. I felt bad about it and was hoping that I'd get to mee them in La Paz and explain the problems that I was having. We never had the opportunity to meet, so I would like to apologiz for allowing myself to be distracted and not doing a better job of guiding them in. In any event, they quickly spotted the market on their own, and I was glad to see that they made it safely int port.

Ernie Cop Orient Star, Cheoy Lee 5 Long Beach / Paradise Marina, Mexic

↑ #HELP IN TURTLE BAY

Recently there was a report in *Latitude* about how one of th Ha-Ha boats had some stuff stolen while two local mechanic were doing some work on the boat in the Turtle Bay anchorage We had a much different experience that we'd like to share.

We spent quite a bit of time in Turtle Bay waiting to continu south between lows. But then we fell prey to our inclination tenjoy wherever we are. Then came the Santa Ana winds. On the second night of winds — which were blowing well over 30 knot — we stood anchor watch only to see the traditional woode schooner *Veracruz*, over 100 feet LOA, dragging down on us for the second time in 24 hours. The first incident had been during the day, and everyone was on top of it. This was in the middle of the night with truly a wicked wind howling.

In the midst of this drama, there appeared a small grey run about helmed by one of the local guys who'd come out to se how the two sailboats were doing and to make sure all the local



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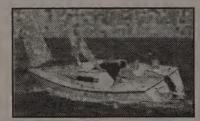
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LETTERS

boats were okay. When they came by, we told them that we were holding all right, but thanked them for asking. It was ther that we all noticed that the Veracruz was bearing down on us The guys on the runabout spent the next two hours tagging along with the schooner, which was unable to stop dragging. Ir fact, they literally blew out of the anchorage, barely missing us and Roca Entrada - right off the Roca Atano Light - in the process. The runabout wasn't able to direct the schooner in anyway, but they stood by in case the boat went on the rocks which seemed likely — and the crew needed to be taken off.

Thankfully no boats or crew were hurt, but we want to put in a good word for the guys in the runabout - and all the other fine people we met in Turtle Bay, who were the best! In fact right now I'm off to leave a 'thank you' note, some boat-baked goods, and a cool T-shirt aboard the runabout. And who knows maybe we'll even leave for Bahia Santa Maria this morning, too

Bill and Sharon Jensen and Leif, the Ship's Cat

Pelagian, Hans Christian 381

Which Should Have Been In The 2000 Ha-Ha

↑USAILING THE GULF COAST

I need some help finding info on sailing the Gulf — east — Coast of Mexico. I'm looking into the possibility of retiring in Texas, but can't seem to find any information on sailing in that area. Thanks for the great website and magazine.

Don Littau Cyberspace

↑ WAYNE KIPP

Wayne Kipp, who was murdered a month ago, was a great man and we'll miss him. As harbormaster, Wayne would spend any amount of time helping people learn about sailing, sailing theory, sails, navigation and so forth. And he always encour aged them. I never saw Wayne ever get angry or lose his cool Even if it was really blowing, when I asked Wayne if we should go sailing, he always replied with a cheerful, "I'm game!" And off we'd go.

Ralph Shanks Maritime Historian

Readers — As a reminder, a fund has been set up to benefit Wayne's children: Please send contributions to Bank of the West 311 North McDowell Blvd., Petaluma, CA 94954. Kipp did no have life insurance. Additionally, contributions can also be made in Wayne's memory to one of his favorite nonprofit community projects, the "United Anglers of Casa Grande High School," as 333 Casa Grande Road, Petaluma, CA 94954.

↑ LARGE OCEAN WAVES

Having been a lifelong sailor and reader of Latitude, I wanted to make sure everyone is aware of the giant new offshore spo that's been added to the surfing atlas. It's called the Corte Bank, which is a sea mound that rises almost to the surface of the ocean . . . 100 miles off the coast of Southern California It's a good thing for cruisers to know about, too, so they won' be alarmed when they see a 50-foot tall wave on an otherwise perfectly calm day.

Although the spot has been known for ten years or more, it remote location and tricky conditions have made it one of the hardest places in the world to surf. "About ten factors or ele ments all have to come together at the same time," says pionee surf forecaster Sean Collins. The most important elements are light winds, low tides and big storm swells from the northwest It only breaks every couple of years, but when it goes, it's hard to believe. Everyone should check it out for themselves by visit

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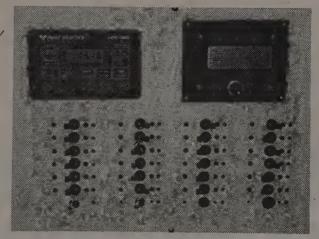
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LETTERS

ing www.swell.com.

Michael Cehand Cincinnati, Ohio

Michael — Surfers in Ohio? Anyway, thanks for the tip. Everyone should indeed visit the website, click on the Cortez Bank box, and check out the incredible photos and video. It's hard to believe that something like this can happen 100 miles offshore

↑ ABEL WAS AN ABLE HAND AT PAINTING OUR BOAT

We recently completed our circumnavigation at Puerto Vallarta, and were advised by cruisers in Mexico that La Parwould be a good place to have our boat painted. After five years and 36,000 miles of sailing with little attention to cosmetics our Cal 46-III *Quiet Times*' battered exterior was crying out fo attention.

We picked Bercovich yard for a haulout, bottom paint job painting the hull and cabin top — except for the non-skid — painting the masts and booms, refinishing all the teak trim replacing the cutlass bearings, truing the prop and shaft, and other details. Abel Bercovich, the owner, personally supervised the job, and assisted with the haulout on rails and the detaile masking. He did a masterful job on the striping, and did all the spray painting himself. The final price is what was agreed upout from the beginning, and there were no markups. The price was considerably lower than what we'd expected to pay had we waite to get to California. We kept adding more work to the job, so took longer than we had anticipated, but the quality of wor and the attention to detail by Abel made it all worthwhile. Q. looks like a new boat, and she's drawn rave comments every where we've been since then. Our hat's off to Abel Bercoviciand his crew.

Ernie and Emily Mende Quiet Times, Cal III 4 Moss Landin

Ernie & Emily — Thanks for that glowing review. With s many cruising boats in Mexico, we'd love to get reports on who kind and quality of work was done at what yards, and the approximate prices. For example, based on experience, can any body give us the price they paid to have the topsides and bottor painted on a 40-foot cruising boat?

*Î***UENTERING THE ALA WAI**

For the second time in recent memory, Latitude has rid culed the custom of providing pilot boats to guide TransPaboats from the finish line at Diamond Head to and into the A Wai Yacht Harbor. Having participated as skipper in tw TransPacs—the first which we finished during the day and the second during the night—I would like to present a different perspective. And to say that it's completely different entering the Ala Wai after a long ocean race than after a daysail.

In my case, having a pilot boat meet us during the dayting at Diamond Head was, from a navigation point of view, unnecessary. But the cold beer handed over was really appreciated Furthermore, being met by a boat in unfamiliar waters is a niggesture and makes you feel good and more secure. It's like being met at an unfamiliar airport rather than having to rush to taxi stand. And I'm certain my crew feels the same way.

When entering the Ala Wai Channel, however, the pilot bo was a great help, because it gets shallow very fast and there a reefs on both sides. So having a pilot boat is a big help to t captain and diminishes the risk of a mishap on the final a proach to the harbor.

But things are much different at night — especially on dark, moonless night, such as the one we finished on in 199

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LETTERS

There are thousands of lights of all colors along the shore, many of them flashing and blinking. Judging the distance to them is impossible. So when we crossed the finish line at 0230, we weren't able to locate the pilot boat until we were within 100 yards of her. And finding the Ala Wai Channel would have been difficult without the help of the pilot boat.

I would also like to point out that Bob Lane's Peterson 42 Medicine Man ended up on the reef just before Diamond Head As I recall, it was during a night finish. As I also recall, they would have won the TransPac had they made it a few more miles to the finish. Boats — including fully crewed racing boats

— do end up on reefs in Hawaii.

You mentioned the use of GPS when approaching harbors. It certainly is of great help when used in connection with an accurate paper chart, but my experience with electronic charts has yet to inspire much confidence in them. My boat does have such a system, and when close to shore the electronic chart often indicates that we're on land. The problem is not with GPS but with the charts. Consequently, I would not trust them to enter port at night or in fog, but rather do manual plotting to get an accurate position. By the way, I was recently on a commercial ship in the Beagle Channel, and they plotted GPS positions with a large x/y plotter on Admiralty charts.

Latitude says that anybody who cannot enter the Ala Wa Yacht Harbor with GPS does not belong outside of Lake Merritt Maybe you also feel that some skippers in the TransPac belong in that same category. I believe that you're indirectly advising people to enter anchorages by solely relying on modern electronic means, thereby possibly endangering the lives of crevand the vessel. I believe this is reckless, and that ridiculing boaters who feel differently sets a bad example for the maritim

press

In an entirely different matter, a reader wrote in asking when to find parts for Barient winches. All parts — including gean and drums — can be obtained from Arco Winches, Australia Yacht Winches Co., P/L, 4/11 Stoddart Road, Prospect NSV 2149, Australia. I recently ordered some pinion gears and bearings for Barient 27s. The service was swift, courteous and efficient. Replacing parts in old winches beats buying and instaling new winches — as long as the old winches are of the correctize for the job. Their phone number is 011 61 2 96 88 15 70 and their fax is 011 61 2 96 36 16 76. You can also email ther at winches@ibm.net.

Richard K. Leut Acey Duecy, J/4 Sausalit

Richard — We sincerely apologize if we came off as ridiculin those who might disagree with us, because our intent was mere to make a helpful suggestion. Nonetheless, we're going to stict to our guns. It's helpful to break the problem into two very different parts. First, getting from Diamond Head to a spot near the entrance to the Ala Wai Yacht Harbor, and second, getting frothat spot into the Ala Wai itself.

We're not trying to be nasty, but we continue to believe that anybody needs to have a pilot boat guide them from Diamor Head to a point off the entrance of the Ala Wai — no matter if it day or night — they shouldn't try finishing a West Marine Pacif Cup off Kaneohe Bay, an Atlantic Rally for Cruisers at Rodne Bay, the recent Fort Lauderdale-Nassau Race at Nassau, it Banderas Bay finish to a Puerto Vallarta Race — or scores other events where there are more dangers. Getting from Dimond Head to a point off the Ala Wai shouldn't be a problem feven a beginning navigator, whom we naturally assume wou utilize all the navigation aids available to him/her — such a buoys, bearings from landmarks, GPS, charts, rade

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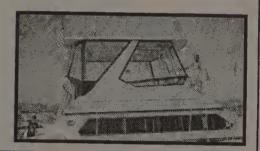
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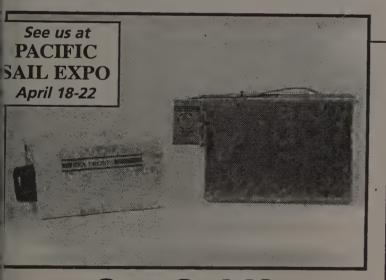
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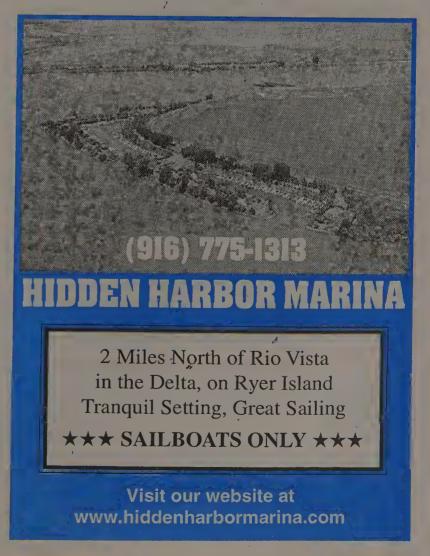
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LETTERS

depthsounder and so forth. Furthermore, given the grand pri nature of the TransPac, most boats have a bunch of guys who'v already done three or four TransPacs and could find their wa into the Ala Wai while sleeping. How about only providing pile boats for boats that request them? Sure, being met by a friendl face and being handed a cold beer just minutes after crossin the Diamond Head finish line is pleasant. And it would be eve more pleasant if the Hawaiian Tropic Bikini Team came aboar to give the entire crew deep tissue massages on the way to th harbor. But would this be an intelligent use of limited resources

The second half—getting from a point off the Ala Wai into th channel and the yacht harbor itself — is more difficult, but n harder than finding and navigating the Sausalito Channel on dark night, the entrance to Charlotte Amalie in the U.S. Virgin the harbor at Cabo San Lucas, or the channel to La Paz. Yes, yo have to be alert and constantly triple check your position, bu what else is new? In any event, a rendezvous point could be established a half mile or so off the entrance to the channe which would allow finishers to be met and guided in by sma boats or even inflatables. This would virtually eliminate the nee for ocean-going powerboats and their crews, which perpetual seem to be in short supply. It's certainly not the end of the worl if the TransPac continues with the pilot boats, but still strikes u

as an unnecessary and dated practice.

As for Medicine Man going on the reef before the finish, r amount of pilot boats could have — or did — save them fro their error in navigation. By the way, we were at the Hawaii the night Medicine Man was supposed to finish, waiting for the to show up on TransPac Row. Suddenly, one of the crew might have been Seth Morrell — seemed to stagger into the u stairs dining room, dripping wet, as though he'd just survived shipwreck. Which, of course, he had. It was a dramatic sailing moment we'll never forget. By the way, we mean no disrespe to Bob Lane and the whole Medicine Man group, who are gre folks and fine sailors — who a couple of years later returne with a bigger Medicine Man to break Merlin's decades of TransPac elapsed time record. We've made equally bad navig tional errors, but just weren't ever in a situation where they co us so dearly.

\$\|\| AN O'BRIAN WEEKEND

I am the Deputy Director of the Royal Naval Museum in Port mouth, England - right next to Nelson's famous flagship, HM Victory! A friend has drawn my attention to the excellent artic you have published about Patrick O'Brian and his remarkat voyage in the Mediterranean — which I have read with much interest. This naturally lead me to explore the rest of your e cellent publication. May I offer my warm congratulations? I ha thoroughly enjoyed myself!

My other reason for contacting you is to say that the Roy Navy Museum is currently putting together plans for a spec 'Patrick O'Brian Weekend' in Portsmouth on September 21 23. This will include dinner on board HMS Victory, a concert music from the novels, and a series of lecture's by some k naval historians. Geoff Hunt, who, as you may know, is t artist responsible for the wonderful covers of Patrick O'Bri books, will also attend. Do you think this is an event that mig interest your readers? If so, would you like me to supply so editorial copy for you?

> Colin Wh Deputy Director, Royal Navy Museu - Portsmouth, United Kingdo

Colin — Thank you for the compliments, and yes, we'd love hear more about the event. We'll also alert Northern Californi Thomas Perkins — who took O'Brian sailing and wrote that we

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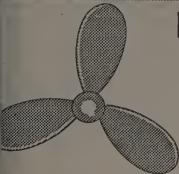
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LETTERS

derful article — about the September festivities. We know that Perkins — who was extremely fond of the late O'Brian — will be in Britain this summer for the America's Cup Jubilee with his 135-ft Herreshoff-designed gaff-schooner Mariette of 1915, his spectacularly restored 122-ft motoryacht, and maybe even his 154-ft ketch Andromeda.

By the way, before anybody wants to take another chear shot at Perkins for owning three big boats, let's review who this guy is. At age 40, he pushed Hewlett-Packard, then a mere \$25 million company, into the computer business. About the same



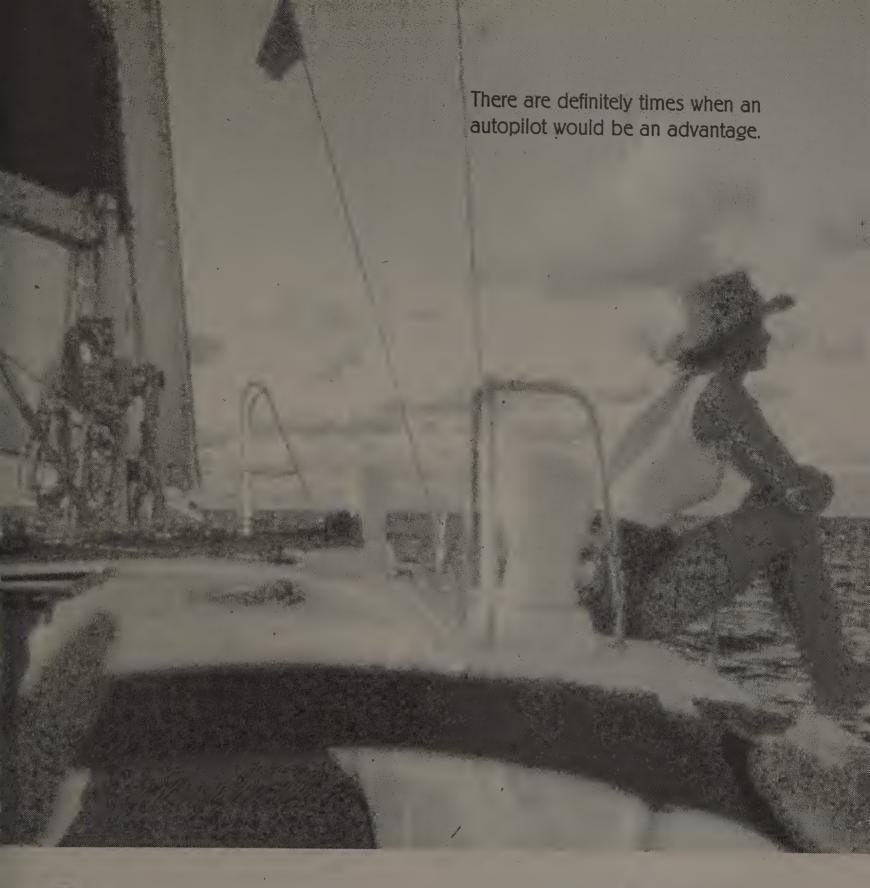
During races, such as last year's Antigua Classic Regatta, Bay Area ve ture capitalist Tom Perkins always drives 'Mariette' himself — often victory.

time, and with the permission of David Packard, he moonlighte by taking \$10,000 he and his wife had been saving to buy house to start a company making low cost lasers. That compan was a success, which allowed Perkins and Eugene Kleiner I pioneer the concept of venture capitalism by funding Geneted. Tandem Computers, and subsequently a whole host of cuttiredge successes. As Red Herring wrote, "All one has to do measure Mr. Perkins' success as a venture capitalist is to cout the hundreds of thousands of jobs and billions of dollars of weall created by the companies his firm has started." And that we written way back in '94. So, if Mr. Perkins wants to own throbig boats and spend a lot of money running and maintaining them, that's just fine with us.

↑\$\$\|\fort \text{Liquordale} is a concrete jungle

You responded to Lance Berc's *Photos In A Boatyard* letter the February issue by asking if anyone can clue you in as that city's attraction as a boating center. Having lived there two years aboard my Morgan 41, I can tell you that there's good answer to your question — particularly not an answ that would make any sense to anyone who has ever sailed t Bay. The folks in Lauderdale proudly claim that there are 24,0 boats in Lauderdale. That's quite an impressive statistic — u til we recently found out about Florida's inability to count. Ar way, on any given weekend I'm sure you'll find that about 23,9 of those boats are still firmly tied to Florida. Subject to recound course.

'Liquordale' is a concrete jungle of highrises and strip ma floating on the swamp between the Everglades and the Atlan Ocean. It has absolutely nothing to commend it. Believe n after living in the Bay Area you really don't want to try to live such an urban desert. Want to go for a hike? Ha! It's only a



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LETTERS

hour drive to the Appalachian Trail. You like hills? The highes point in Lauderdale is the off-ramp on I-95. I was told that lo cals take their picnics up there to savor the view. I believe it because there's certainly not much else to do in Fort Lauderdale

Want to get away from Florida's 'New York attitude'? Go sailing. We used to untie my boat every weekend and work our way through the canals and drawbridges of the Intracoastal to ge to the ocean. It typically would take 45 minutes to an hour Then we'd sail up and down the beach about a mile offshore in the normal five to 10 knot easterly. Wow, was that exciting! I was good for pleasant dawdling, cold beers and topless tanning. All right, so it does have one redeeming quality! The sailing conditions were so predictable that we used to drag a lin off the stern and drag behind the boat at three to four knot until we got tired or thirsty, whichever came first. We did, ocourse, always leave one poor soul aboard.

If that's what makes Ft. Lauderdale "the boating capital of the world" — as they like to claim — they can have it! The sailing is only average at best, and besides, the Gulfstream witake you up to North Carolina before you know it. Nobody really sails in Florida, which is all really as fake as Disneyworld The only difference is Florida doesn't charge you admission. Seexcept for skinny dipping off the stern — which really does havits merits — Lauderdale doesn't have, anything on San Francisco Bay.

Hugh Coppe Mill Valle

↑↓YOU CAN GET EVERYTHING BUT ALICE IN LAUDERDAL

Why is Fort Lauderdale a major boating center? Because it like Alice's Restaurant: you can get anything you want there except Alice. And that's because there's more parking for boatin Lauderdale than there is anywhere else in South Florida.

B. L. Sacl Been There, Fixed Th

↑\$\$\tag{\psi}\$\$\commander engines

The February issue had a letter from Jim Crowell of Ben Oregon, who is looking for information on a Tempest boat engine. I recently sold my Kennedy 47, which had been built Vancouver, B.C. in 1976. She was equipped with a four cylinder 53-hp Tempest 'Commander' engine that was still alive an kicking. Tempest continues in business in Great Britain, an while I don't know the number, they are located in Stamford Lines. A wonderful woman there named Claire Hutchison most helpful in finding replacement parts and such.

If Jim wants to call me at (727) 360-8612 on a weekd evening, I'll give him the number of the current owner of r boat and perhaps he'll track down Tempest's address.

Joe Arch Cyberspa

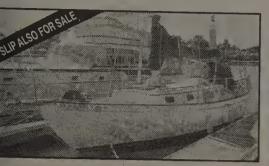
Joe — We searched the Internet for such a company, but containing only come up with a manufacturer of large airplane engines a model airplane engines.

\$\| \\$ SAILING IN THE NORTHEAST

I'm one of your 'virtual readers', meaning that I check the Letters section online every couple of months, as well as the Lectronic Latitude. What has compelled me to write is the coment in the February letters about the "short sailing seasthere in the Northeast. Tom Reardon, captain of Ticonderomay only sail up here 10 weeks a year, but for the rest of us especially on Long Island Sound — the season is much long Sure, June to August are the warmest months — though it of

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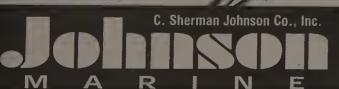
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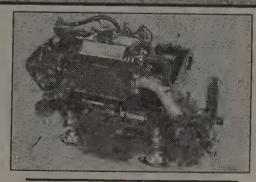
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LETTERS

still get pretty chilly when it gets overcast and rains in the stamer. Nevertheless, May, September — and even October — fer some fine sailing. You'll want to have a heater for some those early spring or fall nights out on the hook, yet those still some of the best times to sail up here. If someone lir themselves to only 10 weeks of summer sailing in the Noteast, they're missing half the season.

Stephen Ste The North

Stephen — We weren't exact enough in reporting Tom's of ments. He did say that some people sail before June and a August, but that most of the activity and all the major events pretty much within that 10-week period.

↑ UCHALLENGER 40

I'm in the market for a 38-to-40-foot boat that I hope someday take me on a two to three year circumnavigation have looked at many boats and would like to know if you your readers know of a good source of information on the worthiness of different brands. One that I have looked at 1972 Challenger 40. She's been well-maintained, but I dknow anything about the reputation these boats have for I distance cruising.

Jim La Cybers

Jim — We don't want people to start writing us asking reviews of the thousands of different fiberglass sailboat des that have been built since the '60s, but we will tell you a st During our first cruising visit to Puerto Vallarta in the late 'we interviewed a guy named Bill Pierce of San Diego, who just singlehanded up from Panama aboard, his Challenge ketch Tan-Tar-A. In the mid-'90s, we saw Bill and his new Renée cruising the same boat in Z-town. In January of '99, got a letter from them, still on their boat in Guatemala's Rio Diff the boat wasn't up to cruising, we don't think Bill would heept it that long.

Our perception of the Challenger line — and they built eventhing from a 32 to a 50 — is that they were more heavily than the typical Southern California production boat of the tout the extra weight combined with a short rig limited their formance. In fact, they rate a pedestrian 198 in North California's PHRF system — although we think they'll sail so what faster on the ocean with a fair wind. So, yes, we to they're plenty strong, but also a little slow. Depending on a you want in a boat, it might be just the thing.

↑UHOME SCHOOLING

We're having a ball down here in Mexico aboard our Ker 445 catamaran *See Life* with our first and third grade daters. I'm writing in response to a query about home school which we've been doing since September of last year. Base our experience and talking with other parent/teachers, it so that people either love it or hate it. I think there are three I variables: 1) How much the parents are into it, because act speak louder than words. 2) The child's attitude. 3) The riculum.

As for our situation, my kids are my passion, and so is I schooling. We try to keep to a routine, although it's imposed and undesirable to have a rigid schedule, as that would condict the flavor of cruising. But at the end of any given weel important to me to know that my kids have done a composed worth of schooling. We don't always have schooling the same time each day, and we also have 'vacations'. The of California requires that children receive 36 weeks of equal to the same time.

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tion a year, so we get to decide when the vacations are and ho they will be spent. Above all, the schooling needs to be fun. If isn't fun, the kids aren't going to want to do it. I look at it as great gift that Monte and I can spend so much time with o kids, so I enjoy it. Be creative, think outside the box, and dor forget to giggle!

Remember that kids will have different learning styles. O serve them and figure out what makes them tick. Try to tail their lessons to better suit their learning styles. When you s their eyes sparkle and can tell they are really listening and lear ing, remember what was special about that subject or the w it was presented. It takes awhile to pick this up, and I'm st

tweaking my'skills.

There are a lot of great curriculums, which is good, for the are a lot of different needs. But you need to make a few ma decisions. First, you have to decide if you want to correspon with a 'parent' company that manages the administrative en or if you want to be independent and do it yourself. Secon whether you get your curriculum for free from your local scho district or purchase one from a private company, you want make sure they are going to match your needs. Some comp nies will let you be independent or hire them, but some a

strictly one way or the other.

We chose to be independent, and I'm very glad that we di Our other friends who correspond seem to think it's a hassle especially from some of the more remote anchorages. I love that we are on our own, as it seems to fit much better with t cruising lifestyle. We sent in an R-4 form — which is free the State of California to enable us to start our own 'school Since our girls used to attend Longfellow School, we decided call our school Shortfellow. It's a girls-only residence inn. \ have the authority to give tests, grades, and even high scho diplomas. We find all of this freedom exhilarating. The only this the state of California tracks is attendance. So we have a ve official looking attendance log. But we are going the extra m by compiling portfolios for each child at the end of each grad We figure it would be beneficial for when and if they re-ent school or apply to college. And, if nothing else, it will be a wo derful keepsake.

We use Sonlight Christian curriculum, which was original created for missionaries. It has two major benefits for us. Fir it has much more of a world view, and secondly, it's complete self-contained. We don't need to run to the library or even t store. Not only does our curriculum come with 57 outstandi books, it has everything we need for our science experiment growing radishes - seeds, soil, container, even the maski tape. People can check it out by visiting www.Sonlight.com anyone has any questions about home schooling, they are w come to contact me at seelife445@juno.com.

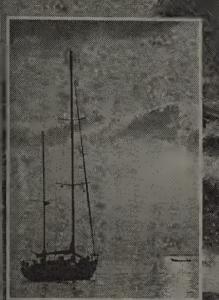
Good luck to everyone. Enjoy your kids, and don't forget giggle. Live, love and laugh!

Shari and Monte Cottr See Life, Kennex 4 La Jolla / Puerto Vallan

Latitude 38 welcomes all letters that are of interest to sailors, but all submissions are subject to editing for the eternal virtues of brevity and clarity. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications.

By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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LOOSE LIPS

The Mormons are coming.

The Sea Trek Foundation announced last month that more than 1,000 participants have registered for Sea Trek 2001, the re-enactment of the 19th Century Mormon migration from Europe to America. Registration opened on August 9 at the organization's website, www.seatrek2000.com.

Next August, the European portion of the 59-day voyage on 10 tall ships begins in Esbjerg, Denmark. Stops on the continent include Copenhagen, Gothenburg (Sweden), Oslo, Hamburg, and the English ports of Hull, Liverpool and Portsmouth. Four of the tall ships will then depart from Portsmouth on August 27 to cross the Atlantic, arriving in New York for a celebration on October 4.

Most participants will be aboard for only one leg of the voyage. So far, six of the eight European legs are filled and the remaining two have limited availability for Americans. The ambitious project has also garnered a lot of interest — and participation — from sailors in Europe. So half the spaces on each ship are set aside for Americans, half for non-Americans.

`Registrants now include individuals from the U.S., Great Britain, Australia, Norway, Denmark, Sweden, Germany and Finland. The youngest participant so far is Ida Andersen, who will be 10 at the time of the trek; the oldest, Erik Andersen (no relation), who is 90.

Sea Trek 2001 relives the voyages Mormon immigrants made from Europe to the U.S. in the latter half of the 1800s under the church's "doctrine of the gathering." For more on the voyage, check out the website.

Square rigger classes.

Back in 1992, a loose comment by a reporter resulted in a tiny article suggesting *Star of India* — the tallship centerpiece of the San Diego Maritime Museum — was looking for crew. Over the next three days, the museum fielded 2,000 calls.

Chaos? Yes, but more than a dozen sailors from those phone calls are today a part of *Star's* core crew. In fact, it resulted in the genesis of a training program that is now ready to go public.

The San Diego Martime Museum will offer "Introduction to Square Rigger Sailing" classes beginning with a mandatory orientation on March 20. Classes begin April 22 and run one day a week for five weeks from 8:30 a.m. until noon. Note that the ship stays tied to the dock during classes.

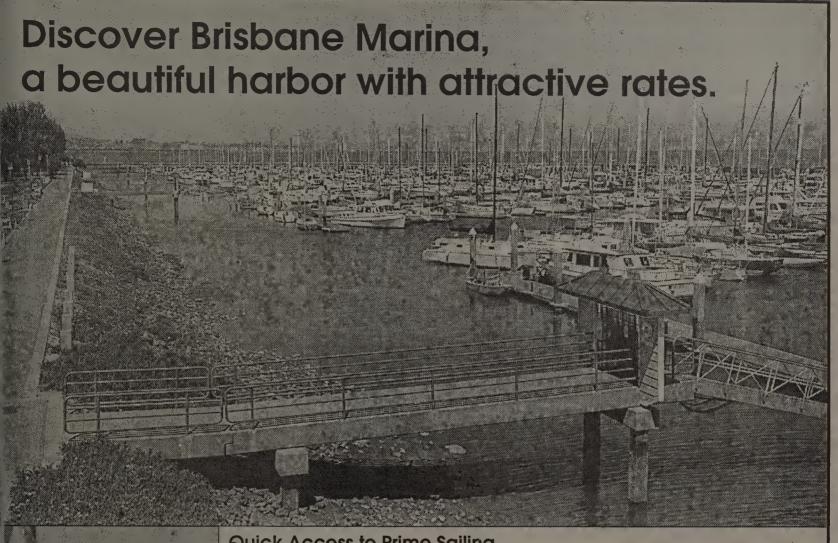
Participants will learn to basics of how to crew a square-rigged ship, with the 1863 barque *Star of India* as their classroom. From this group, qualified graduates will be selected to sail the ship as working crew. *Star of India*, the oldest active ship in the world and a National Historic Landmark, is scheduled to sail twice in October 2001 for Fleet Week.

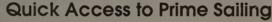
Applicants must be at least 18, in good physical health and show proof of health insurance. There is no charge for the course but participants must be members of the San Diego Maritime Museum — memberships begin at \$30.

Interested parties can leave a name and phone number at the Museum at (619) 234-9153, ext. 101 or 127. For more information about the *Star of India* and the S.D. Maritime Museum visit *www.sdmaritime.com*.

Name that thong.

Crew hats, shirts, foul weather gear and even shorts with boat names on them have long been staples in sailing. Now—apparently on the theory that 'less is more'—we've received our first boat thong. A hot pink one, no less. It came to us courtesy of Dana Sack of Oakland, who owns the J/105 Haz ardous Waste. Sack calls the thong "reward wearing apparel. Frankly, we don't know what that means, and we're too afraid





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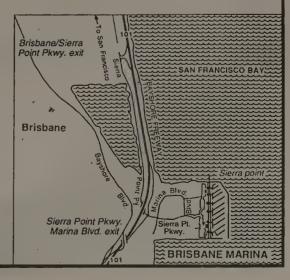
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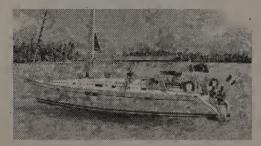
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LOOSE LIPS

to ask. The Victoria's Secret brand thong has the boat name boat type and hull number silk-screened on what little of th front there is. Since the boat's name is *Hazardous Waste*,



seems as though it would have been more appropriate if it habeen silk-screened on the back, but with a thong there reall isn't a back, is there?

Now that we think about it, thongs have actually been use as racing crew uniforms before, most famously by the legendar Joel Byerly of Antigua. A terrific sailor who has owned everythin from the great schooner Lord Jim to the Olson 30 Ebb Tide Bycrly always did Antigua Sailing Week with an all woman crew which he outfitted in nothing but black thongs and 'sandals that consisted of a couple of strings wrapped around the bi toe. We often thought some of the most dangerous moments is sailing were off Cades Reef during Sailing Week, because you' be beating toward the hard-to-see reef on starboard in 20 knots and have to flop away on port - directly into scores of boat from 30 to 120 feet long, moving at different speeds, with crew hollering "starboard!" in five different languages. And right is the middle of all this would be a grinning Byerly and his nimbl boat full of nearly naked girls, bare boobs bouncing with th chop. Suddenly, half the crews and skippers forgot about th race, the other boats and the reef. No wonder there were s many collisions and Byerly always did so well.

Speaking of the great schooner *Lord Jim*, if you read the February charter section, you know that she'll soon be on he way back to San Francisco after completing her fourth circum navigation. Owners Holger and Tracy, formerly of Sausalite are looking for crew.

Hit and run.

Sandra Gieb suffered a broken knee on Valentine's day during a whale watching tour off Kauai. She was sitting in the bac of a 40-foot power catamaran when a 20-foot humpback surfaced and put its head onto the back of the Na Pali Eco Adver

Practical Scamanship Essential Skills For The Modern Sailor "The Dashews' newest book is a graduate course in going to sea." Greg Jones, Editor, Sailing magazine.

Before the advent of satellite navigation, radar and electronic charts, you had to learn the art of seamanship through experience, both good and bad. After enough close calls and a few hard knocks, you developed a feel for the sea and its moods. You became aware of the subtle messages in the sky, the shape of the waves, the smell of the land. With practice you improved your boat handling and the ability to react instantly to a change in the situation. This is what kept you safe and got you to your destination.

These days everyone carries a GPS and a boat full of electronics. As a result, the essential skills developed over thousands of years of sailing are slowly being lost. Modern electronics are a wonderful step forward when they work, but they are no substitute for *seamanship*.

The peace of mind which comes from knowing...

Even the old salts wouldn't want to give up their modern systems. So how do you acquire "sea sense" without learning the hard way? The answer to this puzzle lies in Steve and Linda Dashews' eighth book, *Practical Seamanship - Essential Skills for the Modern Sailor*. This new reference tool provides the foundation on which to build and improve your seamanship skills.

Covering more than 930 topics, with over 800 detailed illustrations, it is the most thorough and detailed book ever written on the subject. From preparation and boat handling (under sail and power), to working on deck, you'll be inspired by the breadth and depth of knowledge at your fingertips.

The section on watchkeeping alone covers 84 subjects and has 79 illustrations, including the most detailed instructions for collision avoidance ever written. There is extensive information about tropical seamanship and an in-depth look at

cruising in ice. You may never need to cross a harbor entrance with a breaking bar, but if you do, what you learn in *Practical Seamanship* could save your vessel.

Numerous subjects are covered which have not been previously discussed in the yachting press.

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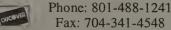
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tures vessel. The whale swam away and Gieb was taken to a hospital.

Goodbye to the Q.

It's been a tough year for dot.coms, and that includes quokkasailing.com. Initially capitalized in the hundreds of millions of dollars, they had great success with coverage of the Whitbread and the last America's Cup, but expenses have continued to overwhelm the meager income. They broke lots of new ground and did some great stuff. They will be missed.

For a pie. . .

"I had lunch yesterday with some cruiser friends of mine who told me a story of a cruising yacht that sank en route from the Galapagos to the Marquesas," writes George Backhus of the Deerfoot 62 Moonshadow, currently in Australia. "They told me the boat that sank was Italian, and carried no liferaft, not EPIRB and no SSB radio. The story was that she developed a sudden crack in the hull and took on more water than could be pumped out. The crew were rescued by two nearby yachts. It that happened to be listening on VHF 16 because they were get this, playing a game of Trivial Pursuit over the radio! What luck! We're off cruising the New South Wales coast from Pittwater to Jarvis Bay."

Can anybody confirm this story and/or know the boats involved?

More glass ball ruminations.

When I was doing the first Singlehanded TransPac in 1978, I stopped twice to pick up fish floats and was surprised to discover they didn't look like the shiny, thin-walled decorator items found at Pier One. The ones I picked up still had some netting attached, and dangling from this was a colony of sea creatures. The attached mini-ecosystem must have weighed 30 or 40 pounds.

Hauling the ball and attached colony aboard was a chore, and I was astonished at the variety of crawling and flapping things inhabiting the three-foot biomass. There were a tremendous number of small crabs, but more astonishing was the speed at which these little buggers abandoned the biomass and scampered into my scuppers for their new permanent residence. They were rarely more than a half-inch long and, though they appeared to be the same species, their color ranged from brown to blues and greens. Color may be an indication of the crab's mood swing upon being lifted from the ocean, or of its hierarchical position on the dangling social structure.

The remaining colony included living, deceased and crushed gooseneck barnacles and other funny-looking shellfish. The crushed shells gave an indication of how I think water gets into some of the glass floats.

As the dangling colony grows, it eventually gets heavy enough to sink the ball. The thick glass sphere doesn't get crushed by the pressure, but water is forced through the microscopically imperfect glass seal. Meanwhile, many of the living members of the colony are killed by the pressure and drop off — or are otherwise pressure-reduced in their affect as ballast. With the loss of enough living ballast, the ball once again floats to the surface. But this time, there's water inside.

While the ball is on the surface again, the biomass resumes growing, which gradually leads to another sinking. This sinkand-surface cycle can repeat itself indefinitely. The ball and attached colonies that I recovered were simply in the floating phase.

When we find a floating ball with water inside but no attached ballast colony, it's likely that the netting finally rotted



WESTWARD SAILED BY OWNER J. R. HANIFY IN THE

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LOOSE LIPS

off and the ball floated to the surface — with water inside.

Stop to pick up fish balls while racing to Hawaii? Heck, yes There wasn't much else going on at the time, and I couldn pass up the opportunities to harvest genuine fish balls in mic ocean. Besides, it's a great singlehanded crew-overboard recovery drill.

— mike pyz

Gay Games.

Interested in sailing in the Sydney Games? No, not the recently-completed Olympic Games. We're talking about th Sydney, 2002, Gay Games. This will be the first time sailing wibe part of the Games, which will be on Sydney, Australia's beautiful harbor!

Team San Francisco would like to invite you to join us trepresent San Francisco in the Games. Competition takes plad November 2-7, 2002, with elimination heats and finals. The sailing regatta is expected to attract 150 participants (50 team of three) competing on one-design Elliott 5.9 keelboats. The are a modern, fractional rig yacht with simple controls. Spin nakers will be used but, if a novice division is created, the division will not include spinnakers.

Registration for Gay Games VI begins March 1, 2001. Any one interested in competing should show your intention to register by signing up for the mailing list right now a www.gaygamesvi.org.au/index2.html so they will be better able to accommodate everyone. If you are interested in attending the games, contact Kip Darcy at kipdarcy@aol.com or (415) 621 1728, or Katharine Holland at khsf1@hotmail.com or (415) 668 8572, or sign up for the Team SF Sailing eGroup list to receive-mail invitations to meetings and sails. Find their website a www.egroups.com/group/TeamSFSailing.

— kip darcy and katharine hollan

TransPac video.

When the Oscars are handed out on March 25, our pick for best documentary isn't even among the five films up for consideration. Regardless of Hollywood's lack of recognition, we love every minute of the new two-hour video *TransPac*, *A Centur Across the Pacific*. Produced by Roy E. Disney and Lesli DeMeuse, the video traces the history of the 2,225-mile TransPafrom its humble beginning in 1906 up to *Pyewacket*'s recorrun in 1999, including amazing, never-before-seen footage a Lurline, Mir, Morningstar, the 161-foot Goodwill, Merlin and man other legendary TransPac boats.

The video is an act of pure passion for both Disney an DeMeuse, who produced the film as a benefit for the TransPath's no secret that Disney's been afflicted with the 'TransPathug' for years and, as a lifelong film producer with the Waldisney Company, he had the skill and financial resources tunderwrite this ambitious project. DeMeuse, who sailed he first TransPac in 1973 on her father's maxi *Blackfin*, actually edited and produced the video, culling down 400 hours of foodage from various maritime museums, personal garages, and the archives of her own company, Channel Sea Television. Rick Roberts, Betsy Crowfoot, Phil Uhl and Scott Rummel also worked on the project.

Over 150 sailors were interviewed for *TransPac*, A Centur Across the Pacific, including Bay Area personalities Robe Flowerman, Stan Honey, Mark Rudiger, Bill Lee, Commodor Tompkins, Skip Stevely, Jeff Madrigali, Bob Keefe, Dave Wahl Harvey Kilpatrick, Scott Easom, Rick Brent and Bob McNei Many of the famous and colorful TransPac stories are also retold — the most famous being that of Ted Sierks, who fell a L'Apache in 1951 and survived 30 hours in the water before



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being rescued. In addition to TransPac, the film also touches on other aspects of Hawaii and West Coast yachting. All in all, it's a splendid piece of work, easily holding our attention for the entire two hours and leaving us wanting more. That said, the film perfectly captures the drama, romance and traditions of this classic ocean race.

TransPac, A Century Across the Pacific is available in both VHS and DVD formats (\$39.95 and \$49.95, respectively). It should be available at marine outlets by later this month. If you can't wait that long, log onto the TransPac website at www.transpacificyc.com and order one there. Our copy is out floating around the sailing community, and all the feedback from our friends so far has been glowing. Check it out!

Wooden boat register.

Nearly 10 years ago, WoodenBoat magazine started a Register of Wooden Boats. Conceived to be a successor to Lloyd's Register of American Yachts, it didn't take long for the idea to catch on on the East Coast. Information west of the Rockies has been harder to get, so we now appeal to owners of wooden boats — new, old, workboats or yachts — to take part in this register.

WoodenBoat is now gathering data for the fourth edition of the register and is interested in hearing from all owners of wooden boats 20 feet or longer that are homeported in North America. There is no charge for the listing. For more information or to receive a registration form, contact Patricia Lown at 207-359-4651 or pat@woodenboat.com.



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2001 — a speed odyssey

In a so-far banner year for fast ocean sailing, it didn't come as too much of a surprise that someone broke the 2 1/2-year-old West-East Trans-Atlantic record, perhaps the most legendary and sought-after record in all of sailing. What did come as a surprise was that the boat that did it was less than half the size of the former record holder, that it was a 'dropout' from the Vendee Globe Race — and that the crossing was basically a 'stunt' to recoup some "air time" for the sponsor!

What a stunt! On February 6, Bernard Stamm and the crew aboard his Open 60 *Armor Lux* — *Foie Gras Bizac* passed England's Lizard lighthouse 8 days, 20 hours, 55 minutes and 35 seconds out of New York. That beats the old record, set by Robert Miller's 145-ft ketch *Mari Cha III* in October, 1998, by almost exactly 3 hours.

Stamm, a 37-year-old Swiss sailor (and former lumberjack), had withdrawn from the Vendee Globe Race 10 days after the November 9 start due to autopilot troubles. As mentioned, he decided to try for the record to recoup some exposure for his sponsors.

Aboard for the record attempt were three additional crew, Christophe Lebas, Jean Baptiste L'Ollivier and François Scheeck.

"We're really happy," declared Stamm. "We were able to beat the record of such a big machine with such a big budget."

But there's more: Yet to be confirmed by the World Sailing Speed Record Council (which must also ratify the Trans-Atlantic mark) is the possibility that *Armor Lux* also etched a new monohull day's run record — 462 miles in 24 hours. That would beat the old mark, set by Lawrie Smith's 60-footer *Silk Cut* in the last Whitbread Round the World Race, by 13 miles.

The fabled Atlantic record — held for 75 years by the three-masted schooner *Atlantic*, which crossed in 12 days and change in 1905 — is today almost as much a game of picking the right weather window as hanging on for the wild ride itself. Stamm's sleek steel-blue *Armor Lux* was guided across the Atlantic by one of the best weather routers, Pierre Lasnier of France's MétéoMer. He delivered the mother of all weather windows to Stamm and his crew for their January 28 start. According to Stamm, it never blew less than 35 knots the whole way across (including at the finish pictured here, when it was blowing 40; that's also *Armor Lux* on the cover). Needless to say, the trip beat the bejeesus out of the boat, but it survived the 2,925-mile crossing with all the important stuff still intact. Another amazing factoid: *Armor Lux* is not a megabuck Finot creation like most of the top Open 60s — Stamm and some pals built the Pierre Roland-based design themselves last year on a limited budget.

If ratified, Stamm's record(s) will be the third and fourth biggies of this young year. The first occurred less than a week before, when Loïck Peyron's 110-ft catamaran *Innovation Explorer* reeled off 629 miles in 24 hours in The Race to claim the outright day's run record. Two days after Stamm arrived in England, Grant Dalton's 110-ft *Club Med*—sistership to *Innovation Explorer* and current leader of The Race—blasted 655.2 miles in 24 hours. That's an *average* of more than 27 knots!

There is one more interesting tidbit in all this: the outright west-east trans-Atlantic record (measured from the Ambrose Lighthouse in New Jersey to the Lizard) has been owned by Serge Madec and the crew of the 75-ft catamaran *Jet Services V* since 1990. Despite repeated attempts to topple it, that 6-day, 13-hour mark has now entered its second decade on the books. *Jet Services* lives on today in The Race — as the lengthened and strengthened 90-ft *Wharta Polypharma*.

vendee globe — one winner, two stars

France's Michel Desjoyeaux held off a determined charge by British phenom Ellen MacArthur to both win and set a new record in the 2000-2001 Vendee Globe Challenge. His Open 60 *PRB* sailed across the finish line off Les Sables d'Olonne, France, at 1908 GMT on Saturday,

continued on outside column of next sightings page

for what

If you're looking for the perfect 'companion' to your monthly issue of *Latitude 38*, it's only as far away as your computer. Like so many things around here, '*Lectronic Latitude* — accessed through www.latitude38.com— has taken on a life of its own, a life that is both a kick and a curse to create every weekday.



it's worth

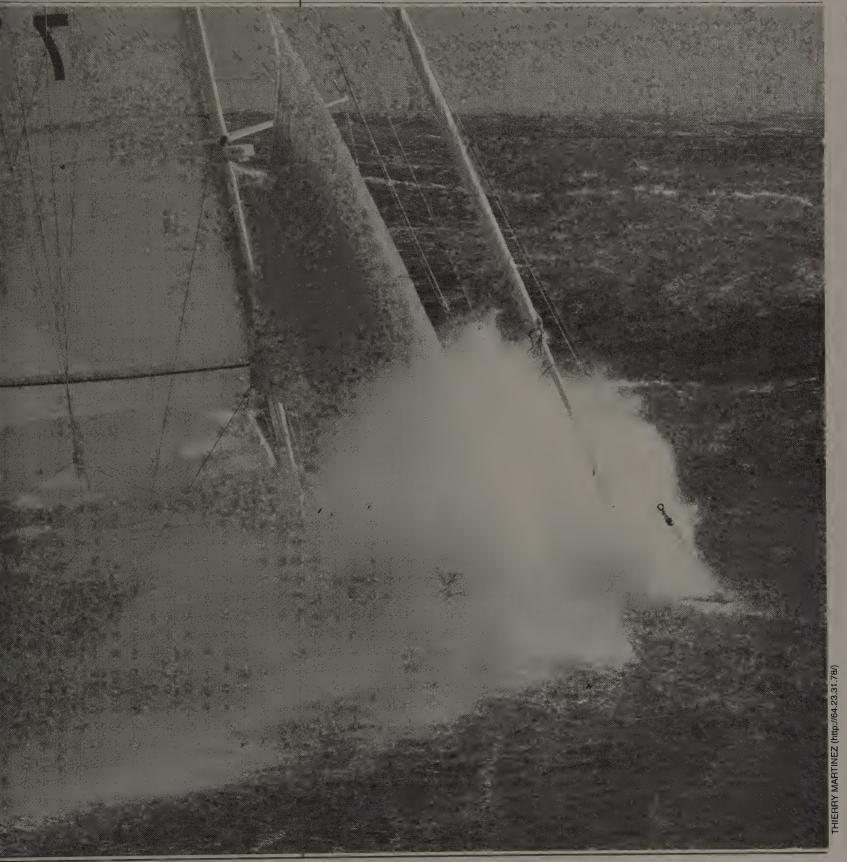
It's also been gathering quite a following. From January 1-30, for example, a total of 4,026 people logged on to enjoy photos, snippets of news, weather, cruising tips, race coverage, short quizzes and other fun and funny stuff.

If you haven't been, give it a look. If you have, come on back for more!

vendée — cont'd

February 11, for an elapsed time of 93 days, 3 minutes and 57 seconds, taking more than 12 1/2 days off Christophe Auguin's '96-'97 mark. This latest edition of the singlehanded, nonstop race around the globe started on November 9.

Despite finishing after dark, Desjoyeaux was greeted on all sides by spectator craft afloat and a crowd estimated in the hundreds of thousands ashore. Humble and happy, the 35-year-old sailor told the crowds



vendée — cont'd

that for him, the race was won before the start. Though PRB was the newest and most complicated boat in the fleet - unique gear included kick-up rudders, a rotating mast and a circular vang track (visible in

the spread photo) - Michel says his shore crew prepared the boat well and he had no major problems. Desjoyeaux took over the lead from Parlier at about the Canary Islands and relinquished it for only a day or so on the homestretch when Kingfisher sneaked ahead briefly. In certainly the most tactical and interesting part of the race, these two boats had sparred



Above, Ellen MacArthur - self-portrait from the masthead. Right, Michel Desjoyeaux celebrating (inset) and underway.

practically the whole way up the Atlantic, rarely farther than 200 miles apart - and occasionally less than 50.

Kingfisher was second, arriving almost exactly one day later. Great Britain's Ellen MacArthur received an equally enthusiastic greeting and, if possible, even more media attention. She also obliterated the old record, and became the first woman to complete a circumnavigation in less than 100 days. The 94-day mark also makes her the fastest female Vendée Globe finisher (and at 24, the youngest), and the fastest solo woman circumnavigator ever. As pretty much everyone in sailing now knows, she's also young, cute, down to earth, intelligent, resourceful, incredibly resilient, a great sailor and tough as they come. Let's see, is there anything we're forgetting?

Among her first thoughts on stepping ashore were congratulations for Desjoyeaux, announcing plans to enter the EDS trans-Atlantic Race in July and, oh yeah, two days from the finish she collided with a submerged object and thought the boat was going to sink. Fortunately, the "mighty crunching sound" only snapped off one of her daggerboards and part of the rudder. No problem - she just pulled the damaged board out (Kingfisher has two boards, one on either side of the mast) and replaced it with the 10-foot-long, 200+ pound good one. . . on a steeply canted deck while the boat slammed to windward. What's the

Interestingly, when the ARGOS plots were complete, it showed that Desjoyeaux sailed the shortest course (26,700 miles), while MacArthur sailed the fastest boat (12.02 knots to Desjoyeaux's 11.96), but almost

The first daylight finish was third placer Roland Jourdain, who slid his Sill Matines La Potagere across the finish line on Tuesday, February 13, right at sunset. Even he broke the old record with a roundabout trip of 96 days and change. At presstime he had also 'won' the prestigious sub-category of fastest day's run - not only in the Vendée but all of singlehanded sailing. The new solo monohull record (Armor Lux's pending record is crewed) is 435.3 miles.

Valentine's Day saw the 'second tier', a four-boat clump led by Marc Thiercelin, still 1,000 miles out and negotiating light airs from an anticyclone off the Spanish coast, while farther south Mike Golding was beating into a big sea and reporting 41 knots across the deck. And so it went for stragglers for the next week. Conditions were so weird that at one point, the fastest boat still out there was Yves Parlier, who you'll recall from last month's Sightings report lost his mast in the early go-



crissy christening

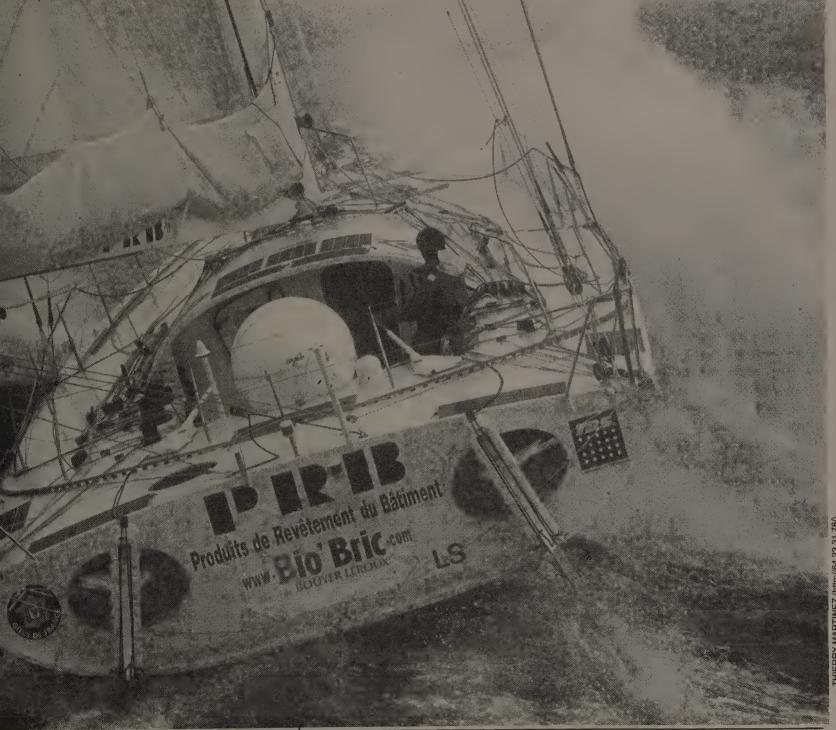
Crissy Field doesn't look too much different from the water, but if you haven't walked the dog there lately, you'll be doing doubletakes to make sure you're not in another county.

The National Park Service literally left no stone unturned in their five-year renovation of Crissy back to its marshy origins — with an eye toward user access and friendliness. Opening day on May 6 celebrates the end of that project with a reenactment of its original opening 75 years ago, complete with parachute jumpers and wing walkers. Sounds like a great day to spectate on the water, doesn't it?

vendée - cont.

ing and stopped at a tiny island off New Zealand for 13 days to sleeve together the two broken halves into a 60-ft jury mast. On February 15. the 'castaway' skipper was doing 15 knots to everyone else's 10! "It's a jury rig," radioed Parlier, who was a favorite to win before the dismasting, "but still a racing one!"

Perhaps the biggest heartbreak of the race, however, was Catherine Chaubaud. Prior to MacArthur, the 37-year-old French sailor was the only woman ever to have officially finished a Vendée Globe (Isabelle Autissier finished one unofficially). On February 19, after 26,000 miles of racing and only 700 miles from the finish line, Chaubaud's Whirlpool was dismasted while beating in 20 knots of breeze. Catherine cut the wreckage away, called race headquarters to say she was no longer racing, and at this writing was motoring toward Vigo on the Spanish coast.



vendée - cont'd

The remaining boats still racing in the Vendée are strung out from France nearly to Cape Horm. Running in last place at presstime was Pasquale de Gegorio on the 50-ft *Wind*, who had just rounded the Horn on February 16, almost a week after Desjoyeaux had finished. He and several other boats had already been 'lapped' by the front-running giant catamarans of The Race, which started seven weeks after them.

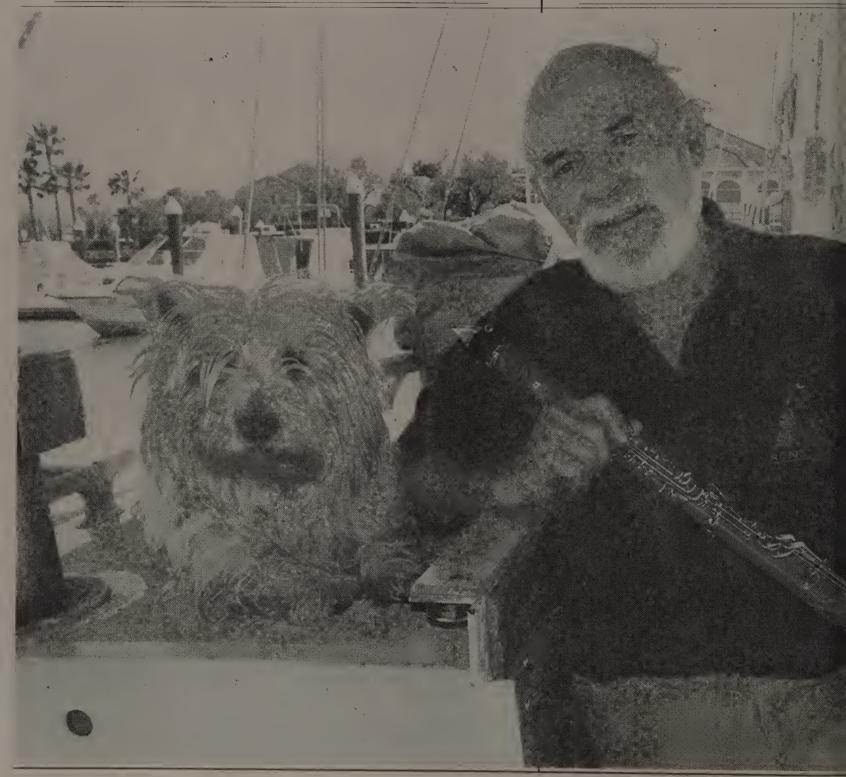
Marc Thiercelin was the only other finisher at presstime. His *Active Wear* crossed the finish line on February 20 to take fourth place. Of 24 starters, if there are no other dropouts, there should be 15 official finishers, and two unofficial. That's a better ratio than some Atlantic races and a far cry from the brutal '96-'97 Vendée in which only 6 of 16 starters officially finished and one competitor perished. We'll wrap up the rest of the action next month, or you can follow it yourself at www.vendeeglobe.com.

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Cortes Bank, located 100 miles almost due west of San Diego, is such a place.



advisory

Not too many sailors head there on purpose, but it's long been a popular fishing and recreational diving destination. Ranging in depth from 3 feet at Bishop Rock, to about 25 to 40 feet on the main bank, Cortes Bank is home to many varieties of both coastal and open-ocean fish, and is especially known for the record yellowfin tuna that have been taken there.

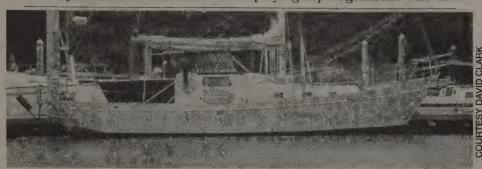
It is rapidly becoming known for another reason depicted on the next page—huge waves that have hardly ever been ridden.

continued middle of next sightings page



david clark loses boat, vows to go on

"I'll be leaving Cape Town to begin the last leg of the world record," wrote an obviously exuberant David Clark on February 3. Regular readers may recall Clark as the clarinet-playing septuagenarian who de-



Above, 'Mollie Milar' in Fort Lauderdale. Left, David Clark and Mickey in the Bay Area before departure.

parted Fort Lauderdale in December of 1999, intent on becoming the oldest 'official' solo circumnavigator. We had even received an invitation to his homecoming to Fort Lauderdale, which was scheduled for May 17, his 77th birthday.

Five days later, we were shocked and saddened to receive word that Clark's steel-hulled 44-ft *Mollie Milar* had been lost along with Mickey, David's faithful West Highland terrier who had accompanied his master through the whole voyage. Ever indominable, Clark swore after a dramatic rescue to complete the voyage "if I have to swim."

Readers may remember 'meeting' David Clark in our May, 1998, issue. With one (assisted) circumnavigation under his belt in the early '90s, the Bay Area native had tried for the 'oldest' mark starting in 1993, only to lose that boat — a 31-ft Pacific SeaCraft Mariah named See Me Now — after it was dismasted in the Indian Ocean in 1995. He came back to his Concord home, broke and in debt. In 1996, he found the Charles Whittolz design that would become Mollie Milar rotting and rusting in an Alameda boatyard. He bought her cheap and over the next three years, he fixed her up and worked off his debts with meager monthly Social Security checks and by playing clarinet gigs at local restaurants and clubs. (He learned how to play the instrument at age 50.) In October of 1999, he and Mickey departed the Bay and sailed to Florida via Panama. Two months later, they took off for the record attempt.

To document that he singlehanded the whole way, Clark had port officials in his dozen or so stopping points sign a document stating he arrived and left alone. Along the way, the amiable grandfather picked up many, many new sponsors and friends who have donated time, money or gear to his effort, up to and including Purina, which provided the 'provisions' for Mickey. The 7,000-mile trip from Cape Town back to Florida was to be the homestretch of the 24,000-mile journey.

Details of the sinking of *Mollie Milar* were sketchy and somewhat conflicting at presstime. But here's what we were able to cobble together from information provided by David's wife Lynda, his son, David, and the two websites *www.dclark.com* and *www.captainclark.com*.

Following a big going-away party, David and Mickey departed Cape Town on February 6. On the 7th, they were in rough weather 150 miles out, approximately off Saldanha Bay. At about 5 p.m., Clark discovered about 3 feet of water in the bilges. The source of the leak was unknown and the bilge pumps couldn't get ahead of it. Clark put out a distress call on VHF (and/or perhaps Ham radio) and two ships in the area diverted to his position.

One of the ships did not have a lifeboat (!) and continued on. At about 10 p.m., the second vessel, a Russian container ship named *Emonte*, launched a lifeboat with four crew, but it capsized before it could get to *Mollie Milar*. The four crew were rescued by a second ship's boat with no injuries.

It was too dark for Clark to witness the first boat flipping, but he continued on outside column of next sightings page

david clark - cont'd

knew something bad had happened from all the unintelligeable shouting on the radio. (No one in the Russian crew spoke English.) Thinking he might not be rescued, he launched his canister liferaft, tied it to the boat and started preparing to enter it. Instead, either the second boat came alongside, or the ship itself came alongside and threw him a line. In the process of transferring Mickey to the rescue boat, the dog squirmed free and went into the water. Despite heroic efforts by the boat crew in the horrid conditions — the captain of the *Emonte* later estimated wave heights at the time to be 30 feet — Mickey could not be recovered. The ship docked in East London two days later.

Saddened by the loss of his 'first mate', Clark has nevertheless resolved to finish what he started. Strides have already been made toward that goal by friends, sponsors and supporters. In fact, within hours of his arrival back ashore, Clark was given new clothing and an

continued on outside column of next sightings page

high surf

Part of the reason is that it's a long boat ride out to 'the sleeping giant', especially when the chartered fishing boat has two or three Wave Runners strapped to the deck. Cortes is one of those places where the waves are so big and fast that you can't paddle into them — you have to be towed in by a jet ski.

The Bank had been tried before in years past, but it wasn't until mid-January that it all came together for a bunch of surfers whose competition at Mavericks had just been cancelled due to—ahem—the waves being too big to ride. A day later, Mike Parsons, Ken 'Skindog'



— cont'd

Collins, Peter Mel and Brad Gerlach were motoring out of San Diego on a heading of 260. Next stop, Cortes Bank.

We're not going to tell you the whole story here — you'll recall this is a sailing magazine. Besides, you can read all about their wild rides on the web (and view some of the most incredible big-wave photography we've ever seen) at http://www.swell.com/sw/content/mag/pulse/01_22_bank_one.jsp.

Suffice it to say that January 19, 'Big Friday,' was a day that will live in surf legend for a long time. And certainly worth one awesome photo in a sailing magazine.



david clark — cont'd

airline ticket back to Cape Town where he was put up in a five-star hotel. Several Ham radio operators have set up a local (South African) boat fund and a number of people and organizations have already contributed significantly to buying, leasing or borrowing a boat that David can sail home to complete his record.

Received from David just before presstime . . .

"I have found a 34-foot steel sloop that I am convinced will do the job and carry me on to Ft. Lauderdale. The cost of that boat including some provisions and fuel is \$30,000. One way or the other I intend to get that money, or end up getting a rowboat to finish the goal. Basically I only have 10 weeks of sailing left, and after two years the right thing to do is to continue on. So I will be seeing you all soon. It may not be on my 77th birthday (May 17) but it won't be much longer than that. I should guess not later than June 15. It all depends, of course, on how soon I can raise the \$30,000. Naturally, with this letter Lynda and I would appreciate any contribution, regardless of the size, that any of you are willing to make.

After 1 get back l'll be making motivational and music presentations. The emphasis on my presentations will be two things: All our dreams are achievable and the fact that people all over the world have been so great to me."

Latitude readers wanting to help Clark out may send donations to: David Clark's World Record, P.O. Box 4467, Moraga, CA 94575.

ocean planet — upping the pace

It's a good thing Bruce Schwab is an experienced bicycle racer as well as champion offshore sailor — anyone without the endurance to get a 'century' or more of pavement under his wheels in a day wouldn't *last* much more than a day in the high-stakes frying pan Bruce jumped into last year.

You'll recall that Schwab, a 40-year-old sailor who had made his living as a professional rigger, left Svendsen's Boat Yard after 19 1/2 years to pursue the dream of long-distance singlehanded racing against the best in the world. Enlisting the help of Oakland designer Tom Wylie, the two launched *Made In America*, a grassroots syndicate to get a Wylie-designed, Schwab-sailed Open 60 to the starting line of the 2000 Vendee Globe, the nonstop, singlehanded, round-the-world race that started last November.

Alas, it was too much, too fast. The team lacked both time and money to realize that goal. Schwab eventually had to content himself to flying over to France to be our 'on the spot' reporter for the start.

Those who don't know him might be surprised to learn that Bruce hasn't slowed down much since then, although one gets the sense that the bicycle racer in him has taken over and he's pacing himself better these days. *Made In America* didn't slow down, either — in fact, with a well-timed infusion of cash from Oregon entrepreneur Kevin Flanigan, the boatbuilding is now on full front-burner status with a new goal: have the completed boat in San Francisco in time to be the feature attraction at Sail Expo, the huge sail-only boat show at Jack London Square April 18-22. Steve Rander's crew at Schooner Creek Boat Works in Oregon are working long hours to make that new deadline.

"It's going to be tight, but I think we'll make it," said Schwab in mid-February. "We're hoping to launch in mid-March and get the boat right down here. If possible, I'd like to do the Singlehanded Farallones (April 14) with it right before the show."

At this point, however, actually sailing the boat must seem like a small part of the equation. In between freelance rigging work to keep groceries on the table, Bruce spends long hours every day on the phone or at the keyboard, keeping supporters informed of progress and a weather eye out for a title sponsor. That often means burning a lot of midnight oil. (Schwab was as surprised as we were when we found each other 'still at the office' at 10 p.m. one night.) The good news in

ocean planet — cont'd

that department is that the syndicate has raised around \$1 million, about half of what's needed to run a bare-bones Open 60 campaign. Amazingly, almost all the sponsors so far are private rather than commercial entities. And almost all are from the West Coast. Talk about homegrown!

Flanigan's contribution got him naming rights. In January, the boat (code named 'Wylie Wocket') officially became *Ocean Planet*. The name is a reflection of efforts to raise global awareness of the importance of protecting the marine environment. Dovetailing nicely into the 'cause' is the building material — the 60-footer is cold molded of every boatbuilder's favorite renewable resource, wood.

However, that's about where tradition leaves off and 'radical' takes over. *Ocean Planet* is a pretty wild departure from the norm — which is saying a lot in the already pretty wild class Open 60 class. Where most of the top 60s of the past decade have been wide 'skimming dish' French designs, some with canting keels, Wylie and Schwab's vision of a globegirdling solo boat is a comparatively narrow, fixed-keel craft with a round, unstayed carbon mast. The latter is a first in this class of boats.

Their theories will be put to the test as early as July. After the boat show, the boat will be trucked to the East Coast and sailed to France for its first trans-ocean competition, the EDS Atlantic Challenge, which starts July 7. This brand new, five-leg crewed event takes participants from St. Malo, France, east to Hamburg, Germany, west to Portsmouth, England, across the Atlantic to Baltimore, north to Boston and then back across the Atlantic to the finish at St. Malo. The first finishers should arrive back in France about mid-August. A full line-up has not been announced, although entries were expected to start pouring in now that British sensation Ellen MacArthur announced her intention to take part.

Made In America will likely be the only American boat in the EDS Challenge (though Schwab might not be the only American — Southern California's Brad Van Liew, head of his own Open 60 campaign and veteran of the last Around Alone Race — may charter a boat). It will certainly be a baptism by fire for Schwab, who has never sailed an Open 60. But he has sailed Open 50s, turbosleds and everything in between. He even won the Singlehanded TransPac a few years ago on a 60-year-old boat!

After the EDS, well, let's just say Bruce isn't going to have much time to go bike riding. If all goes as planned, he'll compete in the Jacques Vabre (doublehanded trans-Atlantic) in November, the Gold Race (crewed, New York to San Francisco via Cape Horn) in 2002, the Around Alone Race (singlehanded, round the world in five legs) in 2002-2003, and finally, the Mt. Everest of singlehanded sailing — the Vendee Globe Challenge in 2004-2005.

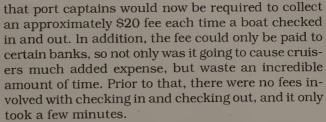
Look for more on *Made In America* in upcoming issues, and be sure to stop by Sail Expo to meet Schwab and Wylie, and to see the boat up close. Until then, you can keep up with progress (and check out all the nifty logo'd clothing) at the team's websites, *www.rigworld.com* and *www.oceanplanet.org*. By the way, The *Made In America* Foundation has also recently received non-profit status, so all donations are tax deductible. If you're interested in helping this hometown team achieve a Bay Area presence at the highest levels of shorthanded ocean racing, donations can be forwarded to The Made'In America Foundation, 3135 64th Ave., Oakland, CA 94605. Bruce can (sometimes) be reached at 510-562-4466, or email him at *rumbleseat@earthlink.net*.

port captain fees and the future of boating in mexico

Based on the current mess with port captain fees in Mexico, it might seem that Mexico is turning anti-boating. But just the opposite is true. The problem is mostly bureaucratic — and there is hope for a solution. On January 1, the Director General of Port Captains announced



mexican port fees — cont'd



Alas, like a lot of laws in Mexico, the new one allowed for wide interpretation. For example, with regard to the internal despacho, it became unclear whether checking out — and the associated fees that had to be paid to a bank — were required each time a boat left the harbor proper, or only if the boat was going to leave the port captain's zone of jurisdiction. If cruisers were going to have to pay \$20 each time they left for a daysail, and then another \$20 when they returned, it was/is going to be a disaster.

After several meetings between representatives of the growing Mexican marine industry and the Department of Communications and Transportation which is in charge of the port captains - the current situation remains one of complete inconsistency. The port captain in Guaymas, for example, says although he doesn't like it, boats are required to get a despacho each time they leave his harbor. Saying he wanted to be a good guy, however, he says he'll let boatowners get a despacho that's good for 30 days.

But over in La Paz, the port captain says that as long as cruisers don't leave his area of jurisdiction - the huge region between Muertos and Agua Verde - they just have to check out verbally over the radio. No fees or paperwork involved. This is a major improvement over the past, where boats used to have to formally check out if they were going to spend three or more days out at the islands. Down at Cabo, where the local sportsfishing fleet was in an uproar because they were having to check in and out each day - and usually pay overtime when they returned - the port captain has also instituted a despacho that is good for 30 days. To complicate things further, there is a provision in the new law that allows marinas to apply to be "honorary delegates" for the port captains and immigration. Heidi Grossman in San Carlos, who is applying for such status, says this would allow her check boats in and out for free except in cases where the boat was checking out of Mexico altogether.

The current system is a total mess. Ironically, it comes at a time when Mexico is taking unprecedented steps to encourage more American boats to visit and stay in their country. Mexican newspapers, for example, have announced that the government is now in the process of establishing 'nautical stairs' - in the form of four or five small ports with fuel - along the Baja coast to help small boats come south from California. This project is the baby of the department of Tourism and Fonatur, a Mexican development agency.

More importantly, as we write this on February 20, Terry Grossman, president of the Mexican Marina Association, and many other members of the industry are meeting in La Paz with Mexico's President Fox, the governors of the Mexican states on the

mexican port fees — cont'd

Pacific Coast, the directors of Tourism and Fonatur, and other highlevel officials. During a speech, the Mexican-born Grossman will tell Fox that Mexico's efforts to attract more American boats will be a waste of time and money if Mexico doesn't simplify the laws with regard to boats and checking in and out of ports. Grossman will tell Fox that the current system is the boatowners' equivalent of having to go through 'the stations of the cross' just to enjoy their boats — and that is scaring them away. Grossman is going to recommend something like an annual cruising fee and eliminating the requirement that mariners regularly check in with port captains and immigration. Fox, a former Coca-Cola executive with a businessman's rather than bureaucrat's outlook on things, is expected to be a receptive audience.

Grossman will also be seeking favorable reaction to a 'land cruising' project that has been a longtime dream of Ed Grossman, her husband. Years ago, Ed and Terry spent their honeymoon trying to deliver the family's Chris Craft 60 motoryacht from Acapulco to San Diego. While 50 miles off the notoriously rough coast of Baja, the bow was smashed in and the boat sank. Ever since, the couple — who owned Marina San Carlos for many years - have tried to create easier ways to get boats from Mexico back to California. Ed and Terry eventually started hauling boats in San Carlos with a hydraulic trailer and trucking them to the States — which has been a big success. But Ed has also long dreamed of getting boats back to California with the help of 'land cruising'. Under this concept, boats would sail up to Bahia de Los Angeles in the Sea of Cortez — a very pleasant and easy sail, particularly in the early summer when the prevailing wind is out of the south — where they would be picked up by a hydraulic trailer. They would then be trucked for three hours — masts still up — across the Baja peninsula to Santa Rosalita. They would there be put back in the water. It would be another 300 miles up the Pacific Coast to San Diego.

Given the current mess with the law regarding check in and checking out of ports, the situation in Mexico looks grim. But we think it's totally deceptive. Given Mexico's desire to welcome more American boats, and President Fox's 'get things done' inclinations, we think the future of cruising in Mexico is bright as the summer sun in Baja.

the last supper

Crew dinners come and go, but the one hosted by Express 37 owners Glenn and Gaby Isaacson in late January was truly special. With their much-loved Re-Quest recently sold to a "good home" (Seattle-based photographer Kelly O'Neil and her husband Jerry Henson) and their new custom Schumacher 40 about to arrive, the Isaacsons decided a celebration was in order. They rented an upstairs room at St. Francis YC and filled it with their past and present crews for an evening of food, drink and even an after-dinner slide show with highlights from Re-Quest's successful 16-year racing campaign. It was a wonderful gathering of good friends, full of shared memories, lots of humor and, occasionally, emotion. "It's the end of one era, and the beginning of another one," said Glenn.

The Re-Quest race record speaks for itself: Since buying Re-Quest, the first Express 37 on the Bay, in the fall of 1984, Isaacson and crew won five ODCA titles, three Nationals (aka Big Boat Series), and numerous other individual races. Everyone had their favorite Re-Quest memory - our personal one was of a record-breaking run and overall PHRF victory in the 1986 Long Beach to Cabo San Lucas Race, our first Mexican race and still one of the best sails we've ever had.

But the record doesn't tell the whole story. Over the last 16 years, hundreds of people have had the pleasure of sailing on Re-Quest and experiencing the Isaacson's warmth and generosity. But in an age when mercenary crews switch boats every time a new, hotter design comes out, the Re-Quest core team has stayed remarkably loyal — a real trib-

continued on outside column of next sightings page

bumps in

Readers — In the January issue we ran a Sightings item about Erik and Katriana Vader's new project: home-building, a bare-hull Cal 46 into a cruising boat. At the time, we asked them to keep us updated on progress. Here's the (surprising) latest update.

"Katriana, what's that noise?" Erik asks as I groggily try to wake up and focus. I listen to the scrabbling sounds out-



the night

side our bedroom window, trying to determine their source. "You got me," I counter. "Maybe a raccoon in the trash cans?" We often find raccoons on our back deck or hear the dogs in the neighborhood barking excitedly, so that was the best conclusion I could come up with in my foggy state.

A minute later I decide to open our

continued middle of next sightings page

last supper — cont'd

ute, we think, to Glenn and Gaby.

Near the end of the evening, the Isaacsons gave everyone a souvenir CD containing the excellent Re-Quest slide show, as well as pale yellow hats embroidered simply with the letter 'Q' — a hint, perhaps, about the color and name of the new boat, which is due at KKMI in May. In turn, the crew presented the Isaacsons with a DeWitt painting of Re-Quest and posed for the above 'family portrait' as many cameras clicked.

Glenn was also the glue, with Gaby's help, that held the Express 37 class together for all these years, having served more or less uninter-



last supper — cont'd

rupted as class president/godfather since the beginning. "Bartz (Schneider), the new president, has some big shoes to fill," claims Carl Schumacher, who designed the Express 37 line and made numerous cameo appearances on *Re-Quest* over the years. A week after the *Re-Quest* crew dinner, Glenn and Gaby were honored at the annual Express 37 dinner meeting, again at St. Francis YC. For their years of service, the class presented the Isaacsons with a beautiful half model of *Re-Quest*.

But back to the *Re-Quest* crew dinner: When Glenn saw our camera, he graciously said, "No press! You're here as a former crewmember." We hope you'll forgive us, Glenn, but we couldn't resist slipping this into the magazine. Thanks for some wonderful memories, and good luck with the new boat!

pacific sail expo

Pacific Sail Expo celebrates its fifth anniversary at Jack London Square next month, with the biggest sailboat-only show on the Pacific Rim. If you've been before you'll appreciate that the number of boats in the water will increase by 30%, while space ashore has also expanded dramatically with many more local, national and international exhibitors flying in. If you have not been, you're missing a show that in five short years is already on a par with the huge shows in Atlantic City, Annapolis and Miami.

Naturally, the focus of the show is on the boats — in addition to the 'usual suspects' look for new models from Oyster, Tayana, Catana, Morris, Malo and others usually found only at East Coast shows. But the 'best kept secret' of the show can be found in the people. 'Representatives' of nearly every marine manufacturer, charter company or service organization will be on hand. We highlight 'representatives' because many of the people you'll be able to talk to are presidents or founders of the companies — you know, the place where the buck stops! Just one example is Alistair Murray, who is once again flying in from Melbourne, Australia, to be in the Ronstan booth.

The seminars are always a big draw, too, and again, there will be a huge selection to choose from, ranging from celestial navigation to cruising with kids to. . . well, you name it, they'll probably have it. All the seminars are free with the price of admission. (Sail America, which puts on Sail Expo, calculates that if you had to pay average industry prices, these free seminars would cost more than \$100,000.)

Of course, boats are the main attraction at any boat show. Those of special note include the Catri 27 trimaran, whose Russian heritage was featured in our January issue. And make it a point to see the 'queen of the show,' Bruce Schwab's mighty Open 60 *Ocean Planet*. As you'll read elsewhere in *Sightings* this month, this boat is the result of a homegrown effort to put Bruce — and the Bay Area — on the starting line of some of the most prestigious ocean races in the world.

Are you completely new to sailing or know someone who is? The show will cater to that segment, too. Sail America's 'Discover Sailing' center has been updated and revised to provide a better introductory to newcomers to the sport. First-timers will get even get a quick introductory sail out on the Estuary aboard one of a variety of different boats.

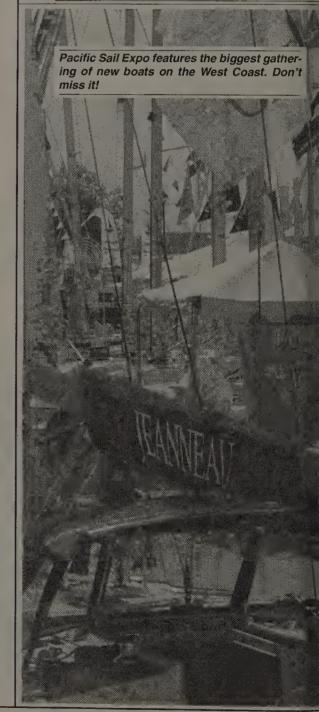
At this early date, that's about all we can tell you. Much of the show has been booked, but from here on out it gathers momentum and new attendees come on board almost daily. The one everyone was buzzing about at presstime — and understand this is *total* rumor at this writing — was that British phenomenon Ellen MacArthur might appear. Wouldn't that be something!?

Sail Expo runs from April 18-22. Hours are 11 a.m. to 7 p.m. most days. Discount tickets and multi-day passes are available now at Sail America's Pacific Sail Expo site, www.sailamerica.com/sail_expo_pa.cfm. Look for more on the show, including a bound-in program, in our April issue.

bumps in the night

shutters and tap on the window, hoping to frighten away the noisy animals. But upon looking out and beginning my tapping session I realize two things simultaneously; first, the trash cans are not out front because it isn't trash night, and second, there is a strange small white car parked in front of our house. After I report the mysterious car to Erik, he grabs his robe and heads outside. Meanwhile, in a very suspicious manner, the vehicle backs up rapidly, points itself downhill and speeds off.

Erik decides to perform a perfunctory check of the property, and upon finding nothing obviously amiss returns to bed suggesting that the car had probably just stopped to drop off trash or check a



— cont'd

map. I find this rather doubtful at 4 a.m., but being basically lazy, I accept his conclusion and snuggle back under the com-

Early the next morning, Erik, dutiful boatbuilder that he is, crosses the street with his first cup of joe to begin his morning's work on Seayanika, the 49-ft bare hull we are converting into our new cruising home. Two minutes later, he rushes back into the house fuming, "The boat! They broke into the boat!"

I'm paralyzed with thoughts of total destruction of our last four months work and our future cruising plans. I'm afraid to ask for a damage report, because I don't want to hear the answer. But sometimes

continued middle of next sightings page

coast watch

From mid-January to mid-February, Group San Francisco responded to 52 search and rescue (SAR) cases. Just to give you an idea, this is about one-sixth of the number of cases we might get in a comparable period during the summer boating season. However, as you will see below, there was no lack of strange and interesting cases.

Group San Francisco received only five mayday calls in which the calling party would not or could not identify themselves or their location. This unseamanlike behavior required us to commit resources and possibly place our search crews in jeopardy when it is very likely no one was in need of assistance. On the positive side, that number represents a significant decrease from previous months.

January 17 — The Coast Guard was notified by the M/V Arktis that they had presumably lost their first mate overboard when he did not show up for watch after about five hours had passed. We directed them to reverse course and search along their original trackline. The Matson vessel Matsonia responded to an Urgent Marine Information



coast watch - cont'd

Broadcast (UMIB) from the Coast Guard and agreed to alter course to transit along the *Arktis*' original course, too. Helicopters from Air station San Francisco, the cutter *Point Chico* out of Bodega Bay, a motor lifeboat from Station Golden Gate, and a C-130 Hercules aircraft out of Coast Guard Air Station Sacramento all searched in vain for two days for the 40-year-old-first mate. He was not found.

Even in a sad loss like this there are lessons to be learned. The combined effects of duration of time the person was in the water before the search commenced, the cold water temperature, the lack of a PFD and the fact that the missing person was dressed in hard-to-see black clothing can remind all mariners of the importance of safety procedures on board. Although this unfortunate accident happened to a large commercial vessel, the following lessons still apply: 1) have folks wear their PFDs, 2) high visibility colors that contrast with the inky waters will certainly help if someone inadvertently finds themselves in the water with or without a PFD, 3) constantly keep track of everyone onboard your vessel, especially the little ones, and 4) notify the Coast Guard as soon as possible when you suspect trouble.

A special tip of the hat to the great cooperation we had from commercial vessels in the area, especially *Matsonia*.

January 22 — A concerned neighbor notified us that a 21-ft Trophy and its sole crewmember, in his mid-70s, was overdue from a day trip fishing in the Delta. Station Carquinez and Rio Vista started searching launch ramps and getting the word out on the radio. We call this 'pre-comm' — preliminary communications. As usual, the Contra Costa Sheriff was a great help in the search. In addition, a boat was launched out of Station Rio Vista and Coast Guard helos from San Francisco were called out. A good samaritan aboard *Sturgeon Joe* heard our radio calls and found the vessel with its skipper. Unfortunately, the skipper was found dead, apparently of a heart attack he experienced on board. Being an avid fisherman myself, I realize that if you are going to go, you might as well go when you're fishing! In fact I heard on the radio the next morning that when his fishing line was reeled in afterward, they found there was a five foot sturgeon on!

Apparently, this gentleman did not let anyone know of his schedule or intentions. If it wasn't for the concerned neighbor who realized the boater never stayed out fishing so long, the first notification of this case may never have come. Since we don't know the time of death, we're unable to say whether or not the end result would have been different had the victim left a more specific time of return with a friend, family member, or neighbor — but our years of experience suggest it could only have helped. Our condolences to the family and friends of the deceased boater, and our most sincere thanks to all the many mariners who respond to our broadcasts for information and help.

February 1 — We received a call from a reporting source about two miles inland in Santa Cruz, reporting from a height of about 300 feet above sea level. He saw one red flare that appeared to have come from a white light he estimated to be about two miles offshore. We launched a motor lifeboat out of Station Monterey that searched under excellent conditions but found nothing.

Later that night we received a report from the fishing vessel *Trolly* of a vessel on fire south of Davenport. A Coast Guard utility boat out of Monterey was immediately launched. The *Trolly* recovered two people in a liferaft who were later transferred to the CG boat. The wreck burned to the waterline and eventually sank.

These two cases are an interesting study in contrasts. Both occurred in the same general area, in the same 24 hour period. Based on the time the first flare was reported and the time the fishermen said they fired flares, we are confident the two cases are not one in the same.

The Coast Guard receives many reports of flares, many of which are later attributed to other natural phenomena like meteor showers, land-based fireworks, missile launches from Vandenburg AFB — and the continued on outside column of next sightings page

bumps in the night

fate is kind — if you can call being robbed a kind fate — for the sum of our loss was more material than vandalizing. The



Above, 'Seayanika' under the big top. Right, Taurus is certain to inspire terror in all who cross his path.

thieves took off with our new generator, which provided our worksite with its only source of power, four cordless drills, a power drill, a couple of sawzalls, the expensive respirator mask Erik uses when grinding fiberglass, and sundry drill bits, blades and attachments. To add insult to injury, they also pocketed the set of keys Erik unfortunately left inside the boat keys that happen to unlock everything we own: vehicles, houses, sheds, storage room and lock boxes. This of course means, aside from replacing all of the pilfered tools and equipment, we need to rekey all of our doors and locks, including those pricey ones on the vehicles.

Did we learn something from this experience? You betcha! First and foremost, lax security on our most prized possession (assuming our wonderful daughter, Lanika, is not considered a possession) borders on stupidity. The tools we can replace, but if major damage had been inflicted on the boat it may have proved project-threatening. Second, a chain-link fence and a few padlocks will not keep out even a reluctant burglar. We've in-

state of

A slowing economy and higher gas prices have put the nation's boat industry on alert — but so far, sales have not shown much of a downturn. In fact, according to the National Marine Manufacturers Association (NMMA), sales of motorboats, sailboats and accessories

— cont'd

stalled motion detectors and alarms, spoken with the neighbors, filed a police report and vowed to prosecute if they find



time in their busy schedule to find the culprits. Finally, we acquired the best deterrent to any would-be thief: we got a dog!

In spite of the robbery, construction contintes. Instead of using a generator for power, we are now using a power cord plugged nto our neighpor's house, 250



'eet away. We have replaced most of the nand tools and changed the locks on everything!

Erik is currently working on the cabin sides and upper deck, and is planning to install the main engine within the next six weeks. We have just hired a fullime helper who is grinding, sanding, painting, etc. For more information on the construction progress please visit our web site at: www.geocities.com/seayanika

— katriana vader

the union

reached a record \$25.6 billion in 2000, up 15% from 1999. Sales are particularly strong in California, the Nation's secondargest boat market behind Florida. One poat dealer in Irwindale noted that his company has more of a backlog now than at any time in its 41-year history.

coast watch - cont'd

list goes on. Despite the numerous flare sightings reported by many conscientious citizens, there are no guarantees that anyone will see your distress signal flare. Lesson learned: Some method of alerting distress is critical. Flares are good, but 406 MHz EPIRBs and VHF-FM radios are better.

February 4 — On the morning of February 4, a panicked spouse from Antioch called to report her husband was overdue from launching their new boat. He had been gone since the afternoon before. Coast Guard Station Rio Vista dispatched their vehicle to local boat ramps and we issued UMIBs on the radio. Contra Costa Sheriffs also starting checking boat ramps trying to find the owner's truck and trailer. The missing sailor called home on a cell phone the next morning from a ramp in Sacramento where he launched. Apparently, after launching the boat, he ran out of fuel. Without any means of communication (he'd left the cellphone in the truck), he spent a cold night on the boat and was towed back to the ramp by a good sam! Lesson learned: This case was a real head-scratcher for us because the gentleman's family (reporting source) had no idea where he had gone with his new boat. We were faced with searching the entire Sacramento/San Joaquin River Delta and checking with the dozens of potential boat ramps and marinas. Had this been a true emergency, we would have been looking for a needle in a haystack. Luckily, the end result was that the new boat owner had to spend only one chilly February night on his small boat. Can you spell f-l-o-a-t p-l-a-n??

Also on February 4, the Coast Guard received a call from Santa Cruz 911 reporting a 21-ft Grady White had capsized off Santa Cruz. The harbormaster from Santa Cruz and two Coast Guard boats from Station Monterey responded. The harbormaster found a debris field and safely recovered two people in the water. He was able to confirm that a third had successfully made it to shore. The Coast Guard 41-ft utility boat dispatched for this case was diverted to help a kayaker in distress off Seascape; and the 47-ft motor lifeboat was diverted to help a person in the water off Salinas Beach.

Lesson learned: The Coast Guard can't do it all. We work closely with other federal, state, local organizations and volunteers to get the most timely service to mariners in need under our philosophy of 'Partner to Protect.' We certainly appreciate them!

February 15 —Station San Francisco was notified of a boat adrift near Jack London Square. It turns out the couple aboard was busy down below having a 'romantic breakfast' and apparently forgot about ' that whole underway thing! After ensuring they were safe, the Coast Guard crew in a rigid hull inflatable noticed a 25-ft sailboat operating erratically. As they came alongside to check it out, the captain appeared to be acting strangely. He gave permission for the boarding team to come aboard. In response to officer safety questions, he admitted to having a knife on him and a sword in the forward compartment. When the boarding officer entered the boat, he was quickly overcome by fumes and became lightheaded. The vessel was taken to the nearby Oakland firehouse pier and local police were called. A hazmat (hazardous materials) team was also called in due to the presence of unknown chemicals. After the Coast Guard crew and sailboat captain were treated by emergency medical services, it appears that the fumes may have had something to do with a small methamphetamine lab on board at some point. This vessel's transit was terminated after finding no safety gear on board and determining that it would have been a hazard to all other users of the waterway. Lesson learned: Safe boating is everyone's concern. If you see something 'strange' out there that could be a problem to you and others, call us or one of your safety partner out there!

Oh, there was one more strange call early in the morning last month. But as tempted as I am, I won't get into the case of the VW bug hanging off the Golden Gate Bridge!

Sail safe out there, watch out for each other and Partner to Protect!

— captain tim sullivan

short sightings

HAWAII — On February 9, the *USS Greeneville*, a 360-ft, 6,100-ton *Los Angeles*-class nuclear submarine, surfaced beneath the 174-ft, 500-ton Japanese fishing boat *Ehime Maru* 10 miles south of Diamond Head. The sub's stern section ripped open the fishing boat, which sank in a matter of minutes. Of 35 people aboard — 13 of them high school students — 26 were rescued. Nine, including four 17-year-old students, remain unaccounted for at this writing, despite intensive searches by the *Greeneville* and various Coast Guard and Navy assets over the course of the next 10 days. None of the 130 crew of the submarine were injured, and the ship itself received only cosmetic damage.

The captain of the Pearl Harbor-based *Greeneville* was reassigned to a desk job almost immediately. Other heads may roll as it was disclosed about mid-month that civilians were at the helm and ballast tank controls of the sub when the collision occurred. Although the

continued on outside column of next sightings page

looking

"There's nothing exceptional about a boat rotting gently in a boatyard," writes Michael Beattie of the Santa Cruz-based catamaran *Miki G*, which is currently in Key West, "until you discover that the owner is happily living aboard! The yard workers describe the Key West wreck in the accompanying photo as the boat with the 'flow-through air-conditioning'. Actually, the owner looked like a respectable dude, neatly dressed, who showered and disappeared to work each day in his pickup.

"By Northern California standards, housing isn't excessively pricey, but by



bad

Florida standards, it's off the chart. So people actually live aboard their boats in the yard(!) at Peninsular Marine on Stock Island. The rates start at \$8 a day with a \$5 liveaboard fee. After a couple of months it goes up to \$12 a day, for a liveaboard total of \$17 a day. It's still tons cheaper than renting a room.

"We saw several houseboats chocked up, as well as sailboats, some of which had obviously been in the yard for years. But this one took the biscuit. Check out the shorepower cord snaking into the boat for evidence of a liveaboard."



shorts — cont'd

visitors were "constantly supervised" by the sailors who normally perform these functions, it raised new questions about how the incident occurred, whether the civilians influenced the accident in any way—and why the Navy took almost a week to come out with the civilian angle. The civilians were not identified, citing privacy concerns, but one of them came forward to say that the crew were in complete control of all systems and that the captain had made two thorough sweeps of the surface with the periscope before the sub surfaced.

At this writing, a deep-sea robot had found the wreck of the *Ehime Maru* sitting nearly upright on the bottom 2,000 feet down. To ease damaged Japanese/American relations, plans to raise the sunken fishing boat were being discussed but no decisions had been made at presstime.

TREASURE ISLAND — A year or two ago, an overenthusiastic spokesperson for the city of Oakland suggested that Oakland was fast approaching the cultural equivalent of Paris. Having grown up in Oakland, we know that much of the city is actually quite nice, but let's get real. Broadway is hardly the Champs Élysées, and Rockridge is no St. Germain de Prés.

Now Navillus Associates and Treasure Island Community Development are guilty of yet another case of hyperbole, seemingly inspired by feelings of Euro inferiority. While presenting their vision for Treasure Island, they suggested it would end up similar to Monaco. Could they have come up with two places more dissimilar? Monaco has extremely steep hillsides covered with highrises full of wealthy tax evaders who overlook the Med. It's also very warm in the summer. Treasure Island, on the other hand, is flat as a pancake, currently home to people who have no money, and has a 360° view of urbanity. Plus it's cold as hell in the summer. Based on their analogy alone, we would deny them the right to develop the island.

NORWAY — Computer-aided mapping disclosed recently that Norway has 16,000 more miles of coastline than previously thought. That's no typo. An engineer with the Norwegian Mapping Authority, which made the survey, said that the new software was able to measure thousands of tiny inlets and islands much more precisely than was done in the last survey 30 years ago.

SOUTHEAST ASIA — Return of The Q-Ship? The general secretary of the Liberian Shipowners' Council has proposed the use of so-called 'Q ships' — armed merchant vessels disguised as ordinary cargo ships — to combat piracy in Southeast Asia. Writing in the latest LSC Information Bulletin, Richard Deely said, "The ability to attract & destroy pirates should provide a healthy disincentive." He said that the move might also help combat the activities of rogue elements of local armed forces. Chinese and Indonesian naval units stand accused of participation and responsibility for the accelerated growth of piracy [against commercial shipping] and heightened levels of violence including wholesale murder of ships' crews. Q-ships were used in both world wars to combat submarines.

-- from the Cargo Letter #358 (www.cargolaw.com)

OFF COLUMBIA — During a drug bust off Buenaventura a couple of months ago, seven drug runners dumped millions of dollars worth of cocaine overboard from their small 'go fast' boat. What made this bust unusual is what they did next — ripped off all their clothes and doused themselves with gasoline, apparently to try to wash off any drug traces. To confirm that they were likely sampling the product at the time — "this is your brain on drugs" — they then turned around and rammed the U.S. Navy frigate *USS De Wert*, which had been in pursuit. Having been there and done that, we can confirm that nothing makes swabbies madder than having to repaint a scratched-up ship. The U.S. sailors recovered the drugs and took the naked guys into custody.





PINEAPPLE CUP 2001

But Mark Johnson's 73-foot ketch had ideal weather conditions, something the subsequent 19 editions of this race have not experienced since. This year, the 25th edition of the Pineapple Cup (which since the early '90s has departed from Fort Lauderdale instead of Miami), the weather was particularly uncooperative. In fact, almost three-quarters of this year's race was sailed with the wind forward of the beam — and when the fleet finally got kites up in the Windward Passage, they encountered a massive parking lot instead of the usual white-knuckled surfing safari.

Seventeen boats started the biennial race — which is hosted by the Montego Bay YC, the Storm Trysail Club, and the Jamaica Yachting Association, and sponsored by the Jamaica Tourist Board — on Friday, February 2. Though down significantly from the all-time high of 43 boats in 1973 (when early race aficionado Ted Turner won his second of three MoBay Races overall), it was up a bit from the last few years. The average boat size and overall quality of the fleet, however, has skyrocketed - most of the big ocean racing boats on the East Coast were there, as were a trio of California turbo sleds — Magnitude, Pyewacket and Zephyrus IV.

Yet five days later, when the race was all over but the crying, it wasn't one of the exotic million-dollar sleds with paid crews that stood atop the podium. Instead, the relatively humble J/130



The 'Sagamore' afterguard toasts their line honors, from left — Bill Langan, owner Jim Dolan, Tom 'ToMac' McLaughlin and Lorenzo Bortolotti.

Bonkers — a David in a fleet of Goliaths — was crowned the overall winner. Their upset victory pleased us for several reasons, not the least of which was that over half the Bonkers crew hails from the Bay Area.

IMS — Carrera

Five boats sailed in the IMS class—the Farr 60 twins *Carrera* and *Rima*, the R/P 66 *Blue Yankee* (ex-*Exile*), the new

'Sagamore' at the finish line, which was right off the MoBay airport. The Jamaican Coast Guard provided the committee boat (at right). R/P 66 Zaraffa, and Sagamore. They corrected out in that order, with Carrera (ex-Deep Powder) beating sistership Rima by 45 minutes. "Carrera had the best crew in the fleet, and also sailed the best race," claimed Terry Hutchinson, a primary driver on Rima.

Indeed, *Carrera* owner Joe Dockery stacked the deck in his favor before the race started by signing up past Yachtsmen of the Year Ed Adams (navigator), Ken Read and Chris Larson, as well as Jerry Kirby, Dan Neri, Robbie Myles (who had just left Cam Lewis' *Team Adventure* in Cape Town) and a whole galaxy of other rockstars. All but two of *Carrera*'s 16-man crew were pro sailors, or at least industry



- JIBS TO JAMAICA

workers, and it showed in the final results. In retrospect, we should have just hung with our 'wingman', and looked for an opportunity to pass." said Terry

ppportunity to pass." said Terry.

Rima had a fair amount of talent aboard, too, including San Franciscan John Bonds. One of their brighter stars, Dlympic 470 medalist Kevin Burnham, nadvertently provided the Rima gang with one of their race's lighter moments. While showering naked on the transom scoop, Burnham managed to fall overboard (he lid save the bucket!). Rima dropped their cite, wheeled around and retrieved their mbarrassed shipmate in just two minites, ten seconds. "It was actually pretty unny," said Bonds, "but maybe you had o be there!"

Blue Yankee, with Peter Isler and Steve Benjamin in the afterguard, actually had he corrected time lead in this class — and probably overall — until the parking of in the Windward Passage. They had ticked their way through the shifts and qualls in the Bahamas perfectly, and were right on the heels of Sagamore and he turbos. However, instead of the anti-ipated sleigh ride to the finish, Blue ankee slatted in the vicinity of the aders while the two Farr 60s, as well as he rest of the fleet, compressed on them om behind.

Sagamore broke out of the parking lot



2001 Pineapple Cup - Montego Bay Race

	ols FI MS	t <u>Yacht</u>	Туре	Skipper	Yacht Club	Rating	Corr. Time
1	2	Carrera	Farr 60	Joseph Dockery	Stamford	480.9	89-56-04
2	3	Rima	Farr 60	Isam Kabbani	New York	483.7	90-41-06
3	5	Blue Yankee	R/P 66	Bob Towse	New York	464.6	92-45-10
4	8	Zaraffa	R/P 66	Hunt Sheldon	New York	456.7	95-04-31
5	12		Langan 78	Jim Dolan	New York	419.9	100-05-35
F	HRF	A					
1	6	Trader	Andrews 70	Fred Detwiler	Bayview	-81	92-51-44
2	7	Grins	Andrews 68+	Rick Orchard	Lake Lanier SC	-84	93-21-35
3	9	Magnitude	Andrews 68+	Doug Baker	Long Beach	-96	94-33-08
4	10	-	Sydney 60	Robert Schwartz	New York	+51	94-46-14
5	11	Donnybrook	Custom 73	Bert Collins	Annapolis	-84	95-08-16
6			R/P 75	Bob McNeil	St. Francis	-126	100-56-17
	DNF	Pyewacket	R/P 72	Roy E. Disney	Los Angeles	-126	
			, ., ., .,	riva mi minarina	, Lou Migoloo	,	
PHRFB							
1	1	Bonkers	J/130	Biil Zartler	Lakewood (TX)	21	89-15-32
2	4	Harrier	\$&\$ 48	Jeff Salzman	Storm Trysail	9	92-35-08
3	14	Wild Woman	Lager 45	Judy Bullmore	Cayman Isl.	45	100-44-22
1	DNF	Strabo	J/145	Marty Fisher	Rhode River BC	-18	1 % X.
1	DNF	Gemini	Paszke 40	Andrew Piotrowski	Polish Yachting Assoc.	57	

and went on to finish first, but not without an assist from *Pyewacket*, which dropped out the last night due to Roy Disney's prior business commitments. *Sagamore* owner Jim Dolan — who owns three other big sailboats (*Encore*, *Bravo* and the 118-foot cruiser *Knickerbocker*), CableVision, Madison Square Garden, the New York

Knicks, the New York Rangers and who knows what else was happy with the boat's new turbo configuration (masthead asymmetrical kites and a new 15foot keel). "We had a really good ride, though slatting around after Cuba was not in the travel brochuré!" claimed Dolan. "The boat feels 'right', really lively and fun."

Sagamore, which weighs in at 51,000 pounds (about twice

as hefty as a California turbo), will also be outfitted with a new, safer two-foot taller mast prior to Antigua Sailing Week. "We designed the boat as an ILC maxi," explained Langan. "But now we're in the process of switching over to meet the new, faster upper speed limit that has been agreed upon for maxis (i.e., no more constraints on draft or A-sails)."

PHRF-A — Trader

The seven-boat PHRF-A class, which was reduced to six after *Pyewacket* bailed out, was won by Fred Detwiler's veteran Andrews 70 *Trader*. Detwiler has sailed his 1993 Andrews-designed, 36,000-

pound 'Estonia Twin' in several Pineapple Cups, always coming in second. This time, Detwiler and his mostly amateur 13-person midwest crew were thrilled to finally win their class. They ended up sixth in fleet, losing fifth overall right at the finish line to *Blue Yankee* (which rates the same under PHRF, the system on which

the overall finishes were scored) when they shrimped their kite while downshifting to a jib.

Second went to Rick Orchard and his Atlanta-based gang on the Andrews 70+ Grins (ex-Victoria, ex-Frontrunner). This was Orchard's fourth shot at the Pineapple Cup in four different boats (previous efforts were in an Express 37, a Tripp 40 and a Farr 39) and, almost unbelievably, this was his fourth time finishing second. "I'm

finishing second. "I'm starting to get a complex about this," he joked. "I've tried everything — different boats, more money, you name it. The key, I figure, is to finish during the day, which is another thing we've never managed to do!"

The *Grins* gang, which included SoCal sailmaker Cliff Stagg, did have one new experience this time — halfway between Cuba and Montego Bay, they were flattened twice by what they described as 'microbursts'. "We'd been slatting all afternoon, and *Carrera* and *Trader* pulled up to within 300 yards of us," said Cliff. "I was below when the thing hit, and ran up to help sort out the mess. Apparently,



Fred Detwiler ('Trader') smoked PHRF-A.

PINEAPPLE CUP 2001

the wind shifted 180°, jumping up from about 10 to 20 all at once, backing the Code Zero and pinning the main against the leeward runner. It was a hellacious broach! Then, a little later, it happened again — this time while we had a kite up, which we ripped in the take-down. It was a full moon and the other two boats watched in amazement, but never got hit — we were singled out like a Florida trailer park!"

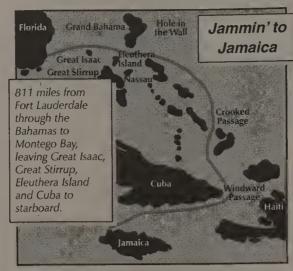
Third place went to Doug Baker and his Andrews 70+ Magnitude, with Novato sailor Dee Smith serving as tactician/drill-sergeant. At Eleuthra, Magnitude slipped by Pyewacket, Sagamore and Zephyrus to lead the fleet for half a day — but they were reeled back in. Still, given the race's bias towards little boats this year, the Magnitude crew was happy to at least bring home a trophy.

This was the fifth stop on *Magnitude*'s 'Caribbean Winter Tour', which so far has been going splendidly. Previously, Baker and his Long Beach minions took home hardware at the Ft. Lauderdale-West Palm Beach Race (3rd), the Crystal Cup (1st), Ft. Lauderdale-Key West Race (2nd), and Key West Race Week (3rd). Another half dozen races are on the schedule, culminating in Antigua Sailing Week. "However, we're a kinder, gentler boat from now on," claimed boat captain Steve Dodd. "We're leaving the turbo kit — and Dee — behind for the rest of the circuit."

Yes!/Diane — which was the Sydney 60 Yes! under charter to the Schwartz family, who own an IOR 50 named Diane — was fourth. Pineapple Cup veteran Donnybrook, a highly customized SC 70, was fifth and Bob McNeil's globetrotting R/P 75 Zephyrus IV was sixth. Zephyrus, sporting her heavy keel and Volvo-style

Pineapple people — Twins Steve and Shawn Burke ('Grins') have done this race eight times.





main, was second across the finish line, about 45 minutes after *Sagamore*, but had too much rating to overcome to correct out well. Ironically, *Zephyrus* probably had the best, and certainly highest paid, crew of the big boats — John Bertrand, Bill Biewenga, By Baldridge, Mark Sims, Tony Rey and a bunch of John Kostecki's Volvo Race crew.

Three DNFs

In a slow race, sometimes the casualties yield better tales than the winners - and this year was no exception. Of the trio of boats failing to finish, Pyewacket's story was, for once, the least exceptional. From the moment her veteran 13-man crew stepped aboard, they knew the clock was ticking: owner Roy Disney had an unbreakable business commitment the next week (the grand opening of Disney's new California Adventure theme park), and Pyewacket had to be in Montego Bay by a certain time in order to get Roy back to California in time. It was either break the record (or miss by half a day or so), or withdraw if it was a light air race - no

Tara Kilpatrick, 'Magnitude's den mother, knows what her troops want after a long race.



in-between this year. It was a gamble her close-knit crew was willing to make — this was their third shot at the Pineapple Cup record, and if anyone could finally best *Passage*'s milestone, it more than likely would be them.

Unfortunately, it wasn't to be. Pyewacket had been leading the fleet boatfor-boat from the get-go, and was bobbing around in light air a mile or so in front of Sagamore when they reluctantly turned on their motor. They were about 160 miles out of Montego Bay at the time, and the running conditions down the home stretch should have favored them for line honors. "One minute we had them on radar," said Sagamore designer Bill Langan. "The next minute they were gone. We were pretty freaked out, thinking Pyewacket had gotten a private puff. We didn't know until the next day that they'd dropped out. We were disappointed, as we had a good race going and wanted to see how it would turn out!"

Pyewacket motored into Ochos Rios (about 60 miles up the coast from Montego Bay). Her five-man delivery crew jumped aboard there and motorsailed down to the Montego Bay YC. A van brought the racing crew to their hotel for a quick shower and a change of clothes before heading to the airport. They were aloft in Roy's private 737 jet before Sagamore reached the dock, and were homes in California before most of the boats finished. "We'll return in two years!" vowed Disney, who counts this race as one of his favorites along with the TransPac and Ford Cork Race Week in Ireland.

Strabo, Marty Fisher's Annapolis-

Reggie Cole, captain of 'Sagamore', was excited about the recent modifications to their boat.



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— JIBS TO JAMAICA



Bay Area sailors in the Windward Passage, from left — Gordie Nash, Ruth Suzuki, Bob Musor driving 'Bonkers'), Chuck Riley and Ed Kriese.

based J/145, was fresh off winning overall PHRF honors at Key West Race Week. isher, a top AOL executive, wasn't aboard or the Pineapple Cup, but her eight-man rew was doing him proud when disaster struck just after sunset on the second lay. Strabo was beating on port in 30-40 eet of water off the northeast side of cleuthra, with many of the bigger boats still in sight when, at 6:42 p.m., her keel uddenly bumped off a sandbar. The crew mmediately eased sheets, only to bump second time. To their horror, Strabo's ow then slammed into a "Volkswagonized" coral head. Fortunately, their speed vas down to 3 or 4 knots at the time, so 10 one was injured and the damage wasn't erminal.

"You could have walked over the bow

This racer didn't brush his teeth for five days. (Actually, it's a 'fire-eater' at one of the parties.)



pulpit, stood on the reef and not gotten your shoes wet," said one of the four *Strab*o crew who later flew down to Mo-Bay. "Yet the depthsounder still read 22 feet. . . If we'd just passed a few boatlengths on either side, we'd never have even known that thing was there."

The rock that *Strabo* hit shows up as a 'blue dot' on the electronic charts that all the racing boats now use — and everyone else stayed well off this prominent obstacle. *Strabo*'s electronics apparently showed them one quarter of a mile away from where the rock was, so something doesn't add up — and, as several people in MoBay suggested, why take such huge risks so early in an 811-mile race anyway?

After reinforcing their wounded carbon bow section with a hatch cover, an aluminum mop handle and other items borrowed from the boat's interior, *Strabo* limped back to Atlantis on Paradise

Peter Bowker ('Harrier') has done 19 Pineapple Cups — and an equal number of Fastnets!



Island, Nassau, to contemplate their next move and wait for a front to pass through before motoring across the Gulf Stream. Most of her crew was familiar with the glitzy mega-resort from participating in the Crystal Cup, and were soon drowning their sorrows with mudslides and hurtling themselves suicidally down the 60-foot, near-vertical waterslide. Strabo was quickly repaired in Fort Lauderdale and is presently being delivered to the Caribbean to continue Fisher's ambitious winter racing schedule.

The aging Polish one tonner Gemini was the race's third and final DNF. Already sagging far behind the fleet, the yellow 40-footer's rudder inexplicably broke off about the same time Sagamore was finishing. Gemini was eight miles from San Salvador and 40 miles from the eastern tip of Cuba — about 350 miles from the finish line. Her eight-man crew - six men from Poland and two American Poles from Chicago — sent a message via VHF radio to a nearby ship, which alerted the U.S. Coast Guard in Puerto Rico, which in turn called Montego Bay YC. After spending an hour and half in the water cutting away the remains of the dangling rudder, which was banging precariously on the hull, the Polish sailors headed for Cuba.

Gemini put into Baracoa the following morning to check the integrity of their boat and take on fresh water. The six guys with Polish passports weren't allowed ashore (ironically, the two Americans were granted permission), so they decided to push on later that afternoon. They limped slowly towards MoBay, steering with the remaining 18 inches of their mangled rudder, barely able to control the boat with their main down and only a #3 jib

John Bertrand ('Zephyrus') was happy to find anything to read on the plane ride home.



PINEAPPLE CUP 2001

up. After being incommunicado for three days (and the subject of a routine USCG search, as well as some consternation at the yacht club), they finally popped up in Montego Bay on Friday afternoon. The Gemini crew barely had time to change before the awards ceremony began.

"It was a slow, tricky crossing. We arrived tired, and quite relieved to finally be there," said crewmember Maciej Suszynski, talking from Chicago a week later. "It was an adventure we hadn't planned on — something to tell the grandkids one day!"

Gemini will have a new rudder flown to Jamaica next month, and then head on to Antigua Sailing Week. Along the way, her crew intends to revisit Cuba—this time officially.

Overall - Bonkers

We saved the best for last — the improbable story of Bill Zartler's Houstonbased J/130 Bonkers, maybe the only boat in this year's fleet sailed 100% by people with 'day jobs'. Essentially a tortoise in a fleet of hares, the 42-foot spritpoler made some nice tactical calls and got some good breaks, ultimately crossing the finish line just 22.5 hours after Sagamore. They sprinted into Montego Bay on the height of the afternoon breeze, posting their top speed for the race — 15 knots — in the final mile before the finish. Bonkers crushed the other two boats in PHRF-B (race veterans Harrier and Wild Woman), and also corrected out 45 minutes in front of the hired guns on Carrera, which everyone already assumed had won the race. Both SailNet and the now-departed Quokka websites even reported that Carrera won the Pineapple Cup!

But that honor, in fact, went to *Bonkers*, whose nine-man crew included Bay Area talents Ed Kriese, Bob Musor, Chuck Riley and the husband/wife team of Gordie Nash and Ruth Suzuki. Thanks to the internet, J/130 owners Musor (who

Pineapple Cup Line Honors Winners

Yr	Boat	Owner	Time
61	Escapade	Baldwin M. Baldwin	7:01:08:36
63	Bolero	Sally Langmuir	5:11:29:27
65	Ticonderoga	Bob Johnson	4:23:03:59
67	Ticonderoga	Bob Johnson	NA
69	Windward Passage	Bob Johnson	4:10:22:29
71.	Windward Passage	Mark Johnson	3:03:40:07
73	Lightnin	Ted Turner	5:10:47:36
75	Kialoa	John B. Kilroy	3:20:23:40
77	Kialoa	John B, Kilroy	4:04:07:26
179	Condor	Bob Bell	N/A
83	Condor	Bob Bell	3:14:20:00
184	Brigadoon	Ben Franklin	7:05:15:20
85	Morning Star	Ben Franklin	4:20:44:40
'86	Sassy	Peter Grubb	4:06:39:50
87	Scara, of Warwick	Arthur Baer	4:21:17:01
88	Prima	Norwood Davis, Jr.	5:01:12:36
. 89	With Integrity	Andrew Coghill	4:19:27:48
190	Collaboration	Oliver Grin	5:05:07:49
191	Congere	Bevin Koppel	N/A
'92	Donnybrook	Jim Muldoon	3:09:11:57
193	Boomerang	George Coumantaros	4:12:17:33
195	Merit Cup	Pierre Felhiman	3:10:11:04
'97	Sayonara	Larry Ellison	3:17:17:25
199	A CONTRACTOR OF THE PARTY OF TH	Roy E. Disney	3:05:43:47
01	Sagamore	Jim Dolan	4:04:05:39
Ela	psed Time Record:	Windward Passage, 1971 -	3:03:40:07

owns Sceptre) and Zartler had become friends and each had sailed on the other's boat before the Pineapple Cup (Musor, in fact, had been aboard Bonkers when she dismasted in a Texas day race last year — hence the new carbon rig and new Quantum sails for this race). "One thing led to another," said Musor, "and before long, Bill and I were talking about combining our best crews and going to Jamaica!"

The five Californians and four Texans had a most successful 'blind date', culminating in winning four of the race's 18 trophies (first in fleet, first in class, smallest boat to finish, and the navigator's trophy, which went to Karl de Ham). "It was a really harmonious and fun group,"

'Carrera' owner Joe Dockery, left, and 'watch captains' (as in Rolex) Ed Adams, Chris Larson and Ken Read.



Pineapple Cup Overall Winners

Baldwin

ffett

hold

ittenhofer

rdly Lewin

d Russell

Callaghan

	OVOICH TT	
Yr	Boat	Owner
'61	Escapade	Baldwin M
'63	Guinevere	George M
65	Ticonderoga	Bob John
67	Vamoose	Ted Turne
'69	Flyway	Ogden Re
371	Improbable	Dave Aller
773	Lightnin'	Ted Turne
175	Kialoa	John B. K
'77	Kialoa	John B. K
179	Tenacious	Ted Turne
'83	Condor	Bob Bell
*84	Cachasa	Mike Grue
185	Stormy Petrel	Blaine Na
'86	Man O War	Stennet D
'87	Scara, of Warwick	Arthur Ba
'88	Saucy Sue	Lt. Cdr. H
'89	Commodore Rucanor	Bruno Du
'90	Saucy Sue	Lt. Richar
'91	Merry Thought	Jack King
'92	Challenge America	Patrick O'
'93	Pipe Dream	Scott Pipe
'95	Dear Friend	Bill Karda
'97	Dear Friend	Bill Karda
'99	Critical Path	Bill Doole
201	Bonkers	Bill Zartle
Correc	cled Time Record: Improbable,	1971 - 2:22:4

claimed Chuck Riley. "Everyone took turns doing all the jobs on the boat, including steering. We pushed hard, to the point of sleeping on the rail for the first three nights. Things got a little weird when we starting naming the sails and discussing the relative merits of sleeping with 'Lola' versus 'Stacey'!"

Though only one crewmember on Bonkers had done the Pineapple Cup before, they called all the shots right. "The Force was with us," deadpanned Ed Kriese (who Riley admiringly described as only having two modes - sleeping and cracking jokes). Their biggest break came the first night when a northeasterly was predicted to fill in. While most boats edged north, Bonkers headed east down the rhumbline and got the new wind first and they could still see the lead boats during the second day! From there, it was a matter of hanging on to the same weather pattern that the big boats had and by being slower than the sleds, they missed the huge parking lot that stalled the leaders in the Windward Passage.

Bonkers only ran out of air twice during the race, and then only briefly. "We went swimming for ten minutes about 30 miles south of Cuba," said Riley. "That was a good thing, as we were pretty ripe by then." At least Bonkers had air conditioning, a novelty to the San Francisco contingent.

Without an SSB, and being out of VHF range after the first two days, *Bonkers* was 'running silent' most of the race. No one

— JIBS TO JAMAICA

the yacht club knew where Bonkers was or the last few days, and her crew hadn't clue how they were faring against the leet. It wasn't until after they were tied p at the dock and halfway through their rst Red Stripes that it slowly dawned on hem they'd won the race overall. Owner lill Zartler, at 35 years old the youngest up on his crew, was rightfully ecstatic heck, they all were.

Ruth Suzuki, the lone woman on the rew, seemed particularly happy to be ack on land. "I feel like I just spent five ays in the boys' locker room!" she ughed.

igiica.

As far as we know, no one from the ay Area has won the Pineapple Cup since ie '71 epic, when *Passage* set the now b-year-old record and Dave Allen's Beldere-based Mull 42 *Improbable*, an early wnwind flyer, won overall with Comodore Tompkins, Dave Wahle and Skip lan among the crew. *Improbable*'s rrected time record still stands, too—ough how one compares a CCA time th modern-day PHRF times will



The MoBay YC dock wasn't nearly as full as TransPac Row, but the boats were still big and impressive.

inevitably be hotly debated when the time comes.

Both Pineapple Cup records will come under attack again in early February, 2003. Perhaps it's good that *Passage*'s record still stands, as until it is broken, the big boats will continue to gravitate to this race as surely as moths are drawn to flames. Somehow, the Pineapple Cup also needs to also attract back the

smaller boats — J/Boats, Swans, Beneteaus, old IOR war horses, and the like — though exactly how to do this is a subject for greater minds than ours.

"Getting the record, or even winning class or overall, would obviously be nice," claimed Pineapple Cup addict Rick Orchard. "But win or lose, this is still one of the most challenging, most scenic, and most fun courses in ocean racing. I love this race, and so does my crew. We'll be back."

- latitude/rkm

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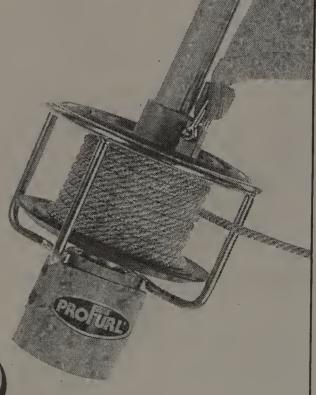
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OVER THE TOP —

A few decades ago, circumnavigating the globe was a feat attempted by only the boldest of sailors. These days, though, all kinds of folks are successfully completing a lap around our ever-shrinking planet: grandparents, singlehanders, families with kids. . . not to mention the neophyte sailors who pay big bucks to

During the summer of 1997, Captain Sergey and four comrades set off on a 'shakedown' expedition, sailing up the Ob River to its mouth (roughly the distance from San Francisco to Chicago), then west a firm which makes satellite tracking systems, he apparently has some very useful connections.

The resolute skipper had no trouble attracting an able crew for the around-the-world expedition — including the man who had given him his first sailing lesson 36 years ago, Sergey Kikot. But raising enough capital to make the record-breaking attempt wouldn't be easy given the severely-depressed state of the modern Russian economy. Nevertheless, he eventually secured a generous pledge of two million rubles from his govern-

With Gorbachev's innovative 'glasnost' policies making headlines worldwide at that time, Russian society was awakening to new possibilities beyond its borders.

bash 'the wrong way round' in the BT Global Challenge.

Even so, there's one variation on sailing 'round the Earth that has never yet been achieved: circumnavigating via the 'Polar route' across the top of the Asian continent. As you read this, however, a tenacious crew of Russian sailors is attempting to do just that.

Traveling via this unorthodox route was a longtime dream of Siberian sailor Sergey Shcherbakov, now 48, but it took him years to prepare for it. In order to fully appreciate just how ambitious — or should we say bizarre — his chosen track really is, you have to study a map of the Asian continent. Although Shcherbakov's home town of Omsk is, in fact, a port city, it lies on a river some 1,700 miles from the nearest ocean. And that ocean is the Arctic Ocean!

No matter. Well educated and relatively well traveled, Shcherbakov reasoned that crossing 'over the top' was certainly possible and, having sailed competitively since his youth in a variety of European and Asian venues such as the Black Sea, the Caspian Sea, and the Med, he figured his skills were up to the test.

The story of his Siberia 2000 expedition began back in the mid-'80s. With Gorbachev's innovative *glasnost* policies making headlines worldwide at that time, Russian society was awakening to new possibilities beyond its borders. So it was, perhaps, due to the subtle renaissance of that era that Shcherbakov began developing ideas for a boat that could sail well in open-ocean conditions, yet would be strong enough to withstand the abuse of bashing through Arctic ice floes.

The finished design called for a 33-ft ketch with a retractable centerboard, to be named after his homeland, *Siberia*. It took 10 years to complete her 'cold-molded' hull, with five layers of wood laid up in alternating diagonals, then sheathed with a layer of fiberglass.

through the iceberg-strewn waters of the Kara and Barents Seas', over the top of Lapland, south along the Norwegian Coast and into the North Sea. Finally skirting

Denmark's Jutland Peninsula, they entered the Baltic (between Scandinavia and Northern Europe) and eventually made a port call at St. Petersburg (formerly Leningrad). Mindful of the short summer \season, though, they soon had to retrace their path before the floes became impassable.

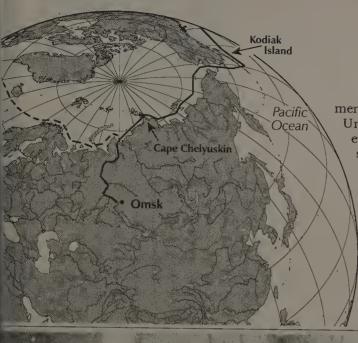
ack home in Omsk, Shcherbakov immediately began planning for his current adventure, having proven Siberia's seaworthiness in some of the world's least-traveled and treacherous waters. Along with a variety of other refinements, Siberia's stern was extended by 8 feet (making her 41 overall) and a one-ton lead bulb was added to her existing keel. "It was made in a space equipment

factory," the proud adventurer told us with a smile during his recent Bay Area layover. Having worked as the director of



Above: Despite cramped quarters and bitter cold, Captain Sergey (foreground) and his crew made the best of it. Spread: Ferocious weather contrasted occasional calms. Inset, right: 'The boys' strike a pose in Alameda

CIRCUMNAVIGATING, SIBERIAN STYLE



ment, an ample budget for the trip. Unfortunately, before Siberia even cast off her docklines last summer, the ruble had become so drastically devalued that the relative worth of the team's war chest was greatly diminished. Undaunted. they secured several additional sponsors including the multinational satellite

communications company,

Siberia set out from Omsk last July 3 with a crew of five, again heading north up the Ob. This time, though, when she reached the river mouth Shcherbakov steered her east, instead of west, traveling through frequently changing weather, dodging icebergs and regularly getting trapped in pack ice, where he and his men had no option but to wait until the floes parted to let them pass.

As you might imagine, there wasn't a lot of vessel traffic in those frosty latitudes. Initially, they encountered some fishing vessels, and later they came within



OVER THE TOP —

sight of three Russian icebreakers which patrol the northern regions. The most unlikely vessel they crossed paths with, though, was a small sailboat with a two-man crew. Talk about crazy, this pair of thrill-seekers — one was from Monaco and the other from Norway — not only arrived at the port of Dickson without



For men living in close quarters with few creature comforts, being able to call home via satellite phone was a huge morale booster.

proper papers, but their plan was to wend their way through the ice fields under autopilot. You guessed it, they whacked into an iceberg and had to turn back.

According to Siberia's crew, one of the most exciting moments of their journey was arriving at Cape Chelyuskin on August 20, the northernmost point on the Asian continent. We're talkin' *r-e-a-l-l-y* far north here. In fact, it makes us shiver just to tell you about it. Picture, if you will, the southernmost tip of the South American continent, Cape Horn. That notoriously foreboding place lies at about 56° (south latitude). By comparison, Cape



Amazingly, when 'Siberia' rounded Cape Chelyuskin, the weather was clear, the sea was flat and there wasn't an iceberg in sight.



Chelyuskin lies at 78°44′ N., more than 1,300 miles farther away from the equator — and a mere 700 miles from the North Pole! B-r-r-r-r-r... (The same relative position in the Southern Hemisphere would have put them halfway across the Antarctic continent!)

Not surprisingly, Siberia was only the third vessel ever to reach Chelyuskin without the aid of an icebreaker—but neither of her predecessors continued on around the world. To their credit, both were Russian sailboats: Yukutsk in 1991 and St. Andrew in 1999. Sheherbakov and the boys took great pleasure in signing the Russian Coast Guard's 'guest book which is housed on the bolder-strew point in a watertight box. Needless to say there are plenty of pages left to fill.

Including the river trip, Siberia had to travel roughly 4,000 miles before reaching the Bering Strait (2,300 of which was along the north coast). We'd have to as

CIRCUMNAVIGATING, SIBERIAN STYLE



sume that finally being able to steer toward the south at that point was the source of considerable elation. The waters of the Strait, incidentally, were as turquoise blue as a Caribbean lagoon in the snapshots they shared with us.

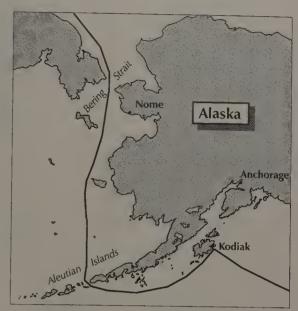
Regrettably, our Russian is limited o a few barroom toasts, so we didn't pick up too many anecdotes from the crewmen, out Captain Shcherbakov — who speaks remarkably good English — took pains to relay the tale of Siberia's dismasting off claska.

The long arm of the Alaskan Peninsula extends southwest from the mainland, eventually breaking up into a desolate hain of islands called the Aleutians. After weathering intense, stormy conditions ut in the Strait, *Siberia* cut through the Jnimak pass, at the tip of the Peninsula, in the middle of a pitch-black night. But

instead of encountering more sheltered waters, conditions got worse. As Shcherbakov explained, they registered winds of 55-60 knots and as the big North Pacific swells met the shoaling waters near shore, the result was massive 30-foot rollers.

With Kikot along on deck, lashed to the wheel, one of those monsters caught Siberia and capsized her—she did a complete 360, losing both masts in the process. The crew managed to get 53-year-old Kikot back on board safely, but their liferaft was lost overboard and much of their electronic gear below decks was damaged.

We've written about a lot of 'un-fun' sailing ad-



But here's our favorite part of the story: About an hour after the knockdown, someone was clearing a foot of water and muck out of the bilge, when they discovered that the Globalstar satellite phone (made by Qualcomm) had found its way there during the rollover. Although it had been submerged in the soup for over an hour, Shcherbakov performed his best

One of those monsters caught 'Siberia' and capsized her — she did a complete 360, losing both masts in the process.

ventures, but this one has to be high on the list. Imagine crawling out on 'deck in those conditions

and trying to sort out a tangle of rigging and twisted metal. "It was very dark, very wet and v-e-r-y cold," recalled the everstoic Shcherbakov.

He knew there was a chance of being rescued by the U.S. Coast Guard if he put out a mayday via his EPIRB, but he chose not to play that trump card. After all he and his men had been through, he wasn't about to give up without a fight. No one had been seriously injured and their 25hp diesel was usable. Several hours later the crew managed to winch aboard both broken masts. They then set a course for Kodiak under motor, which lay some 300 miles

telephone triage to resuscitate it: He disassembled it, bathed it in alcohol, then carefully dried it out over the ship's heater and reassembled it. Amazingly, it worked!

With the help of many locals on Kodiak Island, the hardy Siberians re-rigged their mast and headed out to sea again.



OVER THE TOP —

We'd like to see Timex top that

Even before the crew lost all their radio communications in the dismasting, the phone had been a magnificent addition to the ship's gear. Not only did it allow them to keep in touch with their expedition associates back in Omsk, but they were able to chat with friends and family all along their route — a tremendous morale booster.

The Kodiak Customs and Immigration office isn't often visited by Russian expeditionary sailors and, according to Siberia's crew, the agents there

couldn't have been more helpful. In fact, it sounds as though many folks in that remote fishing port bent over backwards to help out their new Russian friends. With no money to buy new masts — and certainly no way to ship any to Kodiak — the local welding shop patched them back together, and the sturdy ketch was soon on her way to Seattle. (Globalstar picked up the repair tab.)

There, the boat's arrival made head-



After recuperating from their capsize and sorting our their boat, the crew did a bit of sightseeing on the friendly island of Kodiak.

lines in the local papers and the crew was showered with kindness and assistance. No doubt a bit gun-shy after their knockdown, they harbor-hopped down the coast—encountering some "very rough weather" along the way—before arriving in the Bay last month. We caught up with them at Svendsen's Boat Works in

Alameda, where the boat's propeller shaft had to be replaced due to a mishap in Oregor (Again, Globalstar footed the bill.)

At this writing, Siberia headed across the equator the Galapagos Islands — a parently a bonafide circumnay gation requires an equatori crossing. But because the epedition is two months behir schedule, the original plan fa Cape Horn rounding has bequashed. Instead, Siberia w transit the Americas via the Panama Canal. Naturally, simust return to the far nor

during the short midsummer thaw.

With more than 10,000 miles left to before they even reach Scandinavi Shcherbakov and his crew still have a lof open-ocean sailing ahead of them. Be most of it will seem like a walk in the pacompared to where they've been. We ta our hats off to them, and wish them mat brilliant, sunny days in the tropics their route back home.

- latitude/d

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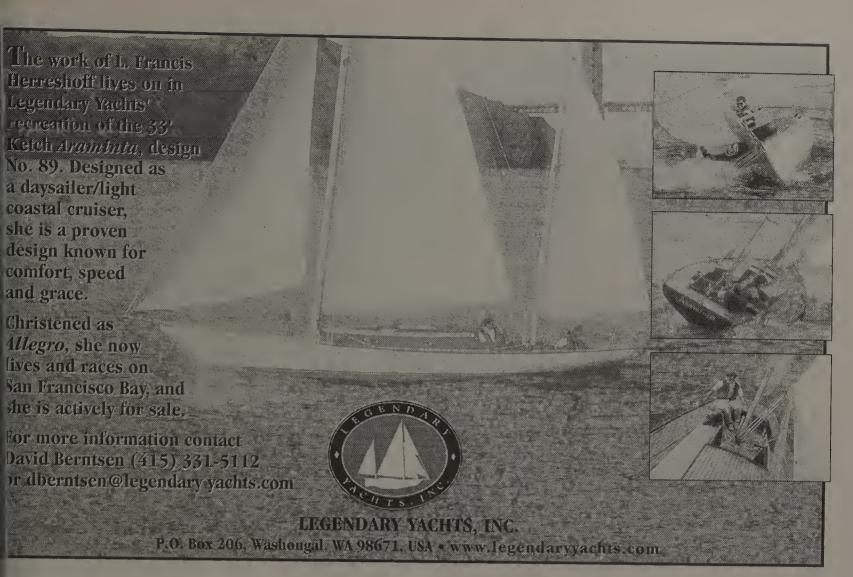


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THE RACE, MONTH 2

The speeds these boats sail means that we can move around at the same speed as the weather systems. It is quite incredible compared to monohull sailing. It really changes everything."

So spoke Grant Dalton on February 7 as his Club Med slashed through the Southern Ocean toward Cape Horn at better than a 25-knot average. The 110ft Gilles Ollier design led the second place boat, Loïck Peyron's Innovation Explorer, by 722 miles and revenge was in the air. Five days earlier, Peyron had posted 629 miles in 24 hours, a new day's run record. Soon after Dalton radioed the quote above, he got the conditions he wanted - 30-35 knots on the beam and flat water (well, as flat as the Southern Ocean 2,000 miles west of Cape Horn gets). By the next day's radio check-in, Club Med had regained the day's run crown with a staggering 655.2mile run, an average of 27.3 knots. That's the equivalent of sailing from San Francisco to Baja's Bahia San Quintin in one

"It was relatively easy," said the Kiwi skipper who has been this way five times before on Whitbread Races dating back to 1977. "As we're more than halfway around, we have consumed a large part of our stock of food and fuel. So the boat is much lighter and inevitably we are sailing faster."

And so it goes for The Race, a 60-some day sprint around the world for 'unlimited' boats that started in Barcelona on December 31.

When we left the action last month, five of six boats that started were still racing. Only Steve Fossett's 125-ft *PlayStation*—the largest, oldest (launched 1998) and presumably most prepared of the new generation of giant catamarans—had dropped out, a victim of a broken daggerboard and failing sail inventory only two weeks into the event.

Amazingly — to some anyway — there were still five boats racing as we went to press. And they are still in the same order, albeit spread out over a lot more distance than last month. In order of ranking behind Club Med and Innovation Explorer, they were Cam Lewis' 110-ft Team Adventure, Roman Pazke's 90-ft Polish entry Wharta Polpharma (ex-Commodore Explorer, ex-Jet Services V), and Briton Tony Bullimore's 102-ft Team Legato (ex-Enza New Zealand). Each has had its ups and downs in the month since we last checked in.

Two days after *PlayStation* dropped out, *Club Med* 'caught the train' — Kiwi parlance for picking up the first big sys-

tem in the Roaring 40s and taking off like a slingshot, opening up a huge lead that would never be seriously challenged. Hot on their heels the first week or so was Team Adventure, with Innovation Explorer not far behind. Even at this early date it was obvious these three boats — sisterships all built at the same yard in France — were in a whole different league than the reworked older boats, Wharta and Team Legato.

We also told you about 'going down the mine', big-cat-speak for stuffing the bows and coming to a screeching halt. In Hobie 16s, this is fun stuff. In 110-foot catamarans going 30 knots, it breaks boats and hurts people. Cam Lewis learned that the hard way when on January 18, Team Adventure fell down one mineshaft too many, fracturing the boat's main crossbeam and the cervical vertebrae of one of his crew. Another suffered a severely strained neck tendon. Team Adventure hauled in the reins and limped into Cape Town for repairs. While there, the two injured crew were deemed medically unfit to continue. Two more left for personal reasons. Not allowed to add or replace crew, a perhaps kinder, humbler Lewis left Cape Town on January 26 to rejoin The Race — eight days and 2,700 miles behind Club Med.

Then there was the 'accordion effect'. This analogy came about some years ago to describe how the distances between beats in a long ocean race can shrink or expand with the vagaries of weather. But with the speeds of the greyhounds in The Race, 'accordion' didn't fit. So the racers coined a new term. Now they call it 'bungie jumping.'

The man with the Midas touch in The Race remains Grant Dalton. The 43-year-old New Zealander and his crew found their stride early on — a perfect balance between keeping the boat in one piece and pushing it for all it's worth. Gear failures have so far been minor aboard Club Med (though they seem to go through shackles at the rate of four or five a week) and only one of the 13 crew aboard, Herve Jan, was incapacitated for several days with a badly sprained ankle.

While it's not surprising to see *Club Med* at the head of the class — the boat was launched in May of last year and next to *PlayStation* has the most time on the water — it's still pretty amazing to see the photos and watch the reports as this well-oiled crew learns more every day about managing their charging beast.



And what a charge. One month out of Barcelona, *Club Med* had logged 13,800 miles — an average of exactly 19 knots — and was *more* than half the distance around the world. (Official distance for The Race is 26,800 miles.) She was two days past Cape Leeuwin in Southern Australia, and two days from Cook Strait.

nique to The Race are two 'gates narrow areas of water the boats must negotiate. One is Gibraltar and the other is Cook Strait, a 13-mile wide cut between the North and South islands of New Zealand. According to The Race organizer and founder Bruno Peyron, Cook Strait was chosen "to differentiate between The Race and the Jules Verne (another round the-world crewed competition), to make them change weather systems and perhaps shuffle the pack and to create media event 'down under'." As it turned out, it also served as a psychologica battlefield between Club Med and Innova tion Explorer.

It was no secret that 'Explorer had had sail problems from the start. Crewman Xavier Degault made the observation during one radio check-in that, "Our spinnaker is so patched it reminds me of Kevin Costner's boat in Waterworld!" When the boat hit something the last day of January that snapped off the lower third of he starboard daggerboard, skipper Loïci Peyron (Bruno's brother) announced the would stop in Wellington to make repair and take new sails aboard. The word ever

— THE HOMESTRETCH



'Innovation Explorer' is currently running in second place in The Race

went out that a crew was flying in from France and that new sails were even then being stitched up.

Dalton and the Club Med crew had also talked about stopping, more to check the boat over before the 'second half than repair any major damage. Because of a rule requiring a mandatory 48-hour stay for any boat that docked to receive outside assistance, Dalton wanted at least a two-day 'cushion' of 1,000 miles between nim and 'Explorer if he did decide to stop. As he streaked across the Tasman, Club Med had a lead of about 830 miles. But if Explorer was also going to stop. . . .

Club Med downshifted progressively in ightening wind as she approached the Straits, and by the time she began the 00-mile transit, conditions looked more ike Newport Harbor in August. That made Dalton's countrymen happy: Club Med vas escorted by a flotilla of well-wishers ncluding Grant's wife and children, and in another boat) a bunch of half-naked ishermen' doing a Maori war dance - and n estimated 50,000 people ashore. Reharged by the brief interlude from homeown supporters, and perhaps seeing hrough the ruse of the French boat, the "lub Med gang sailed right by Wellington nd immediately dived back south for the owerful wind and the Great Circle roller oaster of the Southern Ocean.

That's right — Peyron's 'plans' to stop ere a tactical feint only. He hoped to fool Dalton into thinking it was safe for *Club Med* to pull in, then blast past when *Club Med* was committed to the 48-hour stay. Dalton didn't take the bait.

At this writing, both Club Med and Innovation Explorer had rounded the Horn and were negotiating the vagaries of the Doldrums on their way up the Atlantic. Club Med crossed the Equator on February 21 and still led Explorer by 970 miles, although the latter had 'bungie jumped' to as close as 600 only a few days before. Dalton's strategy remains to sail straight courses and keep 'Explorer covered, while Peyron, handicapped by a lack of foresails that will stay together, is forced into gambles that so far have not paid off.

lronically, while the two lead boats faked each other out about a Wellington pit stop, the remaining three boats all stopped there. *Team Adventure* fell down a few more mineshafts under Australia, reopening the crossbeam wound. Since this was her second pit stop, 12 hours was added to the mandatory 48, so she was dockside for 60 hours before taking off. Cam Lewis also lost one more crewman to a herniated disk, leaving the boat with nine of the original 13. "We'll be okay," he said, "Things will just take longer."

Wharta and Team Legato also called in Wellington — with the three giant cats sharing space with the BT Challenge Fleet (stopped on the other way around the world) it was a harbormaster's nightmare

for a while! The former was not penalized as no one got off and the repairs to her satellite video feed system (by race cosponsor France Telecom) were carried out within a few hours. *Team Legato*, however, also incurred the 60-hour penalty (she stopped in Gibraltar soon after the start). She also lost three crew, who limped off the boat with various injuries. Asked if setting off again with only seven posed a safety problem, Tony Bullimore said, "Peter Blake did the Jules Verne with this boat (then *Enza New Zealand*) with seven people."

On February 23, the day this issue was put to bed, Club Med was heading north at 12-14 knots in the northeast trades somewhere off the coast of Senegal. Innovation Explorer clung hopefully to the end of the bungle cord 800 miles to the south, sailing faster but approaching the doldrums. Both lead boats had 'lapped' several of the Vendée Globe stragglers. Some 6,500 miles away, it was "back into iceberg country" for Cam Lewis and Team Adventure, on approach to Cape Horn. They had passed Wharta Polpharma the day before. Team Legato had just left Wellington, a staggering 8,060 miles behind Club Med.

arring catastrophe (or a brain aneurism of navigator Franck Profitt), Club Med will win The Race sometime in the first week of March. In the process, she will most likely set a new round-theworld sailing record and elevate Grant Dalton and his crew to superstar status in France and New Zealand. Innovation Explorer's arrival should ensure the same for Peyron and his crew. How curious that most of America will be tuning into 'canned' reality like Survivor and Temptation Island, while The Race, one of the most dramatic stories of technology, adventure and the human spirit in the last 100 years, will likely not even get mentioned on the evening news.

We will have a report on the exciting finale of this great spectacle in the next issue. Until then, we bring you more 'quotable quotes' and urge you to keep up with the fleet at www.therace.org.

- latitude/jr

"On these boats, when you're not doing 30 knots you have the impression that you're dragging along. And at 15 knots, you think you're stopped."

— Loïck Peyron (Innovation Explorer)

"When you're behind, the temptation is great to try things."

- Skip Novak (1E)

THE RACE, MONTH 2

"It can all fold up in a second. Just like for Catherine Chabaud. We're sad for her. It's a bit of a warning for us. We have to find the right compromise between prudence and performance, because with this devil Loïck, we won't sleep easy until we're in Marseilles."

- Jacques Caraès (CM)

"There were moments (in the Southern Ocean) that I didn't like — when we were at close quarters with icebergs. You're playing Russian roulette when you're steaming along at 35 knots in the middle of all that."

- Fred Le Peutrec (CM)

"I'm not thinking of the finish. I'm only thinking about the next low. I don't even know what day it is."

- Grant Dalton (CM)

"The cold kills the smell and the microbes. It's a well-know fact!"

— Olivier Lozachmeur (IE), after figuring out he hadn't had a shower in 10 days. Or was it 13? "Our crew is reduced in size. . . Our nearest competition is nearly 6,000 miles ahead and in another ocean. There is nothing to be gained from pushing too hard at this stage."

— Cam Lewis (Team Adventure)

"You can never have enough food aboard. We are always hungry. Every grain of rice that falls on the floor is meticulously picked up and eaten. Every scrap is devoured."

- Grant Dalton (CM)

"From the depths of our bunks we know how the boat is going, whether she's going fast or not, whether everything is okay or not. . . It has become like a little home about which we know all the secrets."

- Elena Caputo (IE)

"On a monohuli the rig would be the part that suffers the most, but on a multihull it is the crossbeams that take the loads and shocks. The hulls are so far apart that they are always in different

wavetrains, one rising while the other falling. The beams are the parts that ke them together and they are working ove time right now."

- Grant Dalton (CN

"It's the Atlantic, and ocean we're formiliar with. Well, it's true! It begins smell like home even if the miles the separate us from Marseilles are perhapthe most difficult to gain."

- Julien Cressant (I

"The hulls shrink with the temper ture. The colder it gets, the more cloth we put on and the more difficult it is get around inside. . . . "

— Dariusz Drapella (W

"There are not many birds today. I use the birds as a barometer. When they be come scarce, it usually means that the barometer is falling and foul weath ahead. And that's exactly what the weather forecast is reserving for us, a of wind for the next two days."

— Cam Lewis (T



Thanks to Sint Maarten Yacht Club for commissioning Jim DeWitt to do a custom design for the Regatta apparel for Heineken Regatta 2001, March 2-4. For more information and to order merchandise, contact www.heinekehregatta.com

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Cruising Checklist

BATTCAR MAINSAR SYSTEMS

Our top cruising hardware ideas add performance, increase safety and take the bumps out of the road: Battcars, electric winches, ball bearing travelers and a good furling and reefing system will make the difference.

Mainsail Handling

Battcar systems are the solution. They outperform in-the-mast or in-the-boom furling and cost far less. Here's what tech expert Syd Millman says:

"Many of my customers tell me they sail with just the jib because there aren't enough hands onboard to raise or lower the main. My answer? You don't need a crew of gorillas to have fun and sail safely. Harken Battcar systems are a great way to control mainsails — even if you're sailing solo.

Unlike slide cars that have more friction, our ball bearing Battcars let you easily raise, lower or reef on all points of sail from the safety of your cockpit. When it's time to douse the main, nothing brings it down faster than Harken ball bearing Battcars!

Other perks: With our Battcar track and slug system, you don't have to drill or tap the mast. You can install Battcars without hiring a professional rigger. And, full-length battens help eliminate flogging and prolong the life of the sail."

Harken recommends McLube Sailkote™ to keep hardware running freely

TECHTIP #1

oto: Sabre 452, Patrick Short

ARKEN

E Wisconsin Ave. Pewaukee, WI 53072 62-691-3320, Fax: 262-691-3008 e o rang: www.harkenstore.com www.harken.com HARKEN LAZY JACKS are a great product. Used with our Battcar systems, it's easy to douse the mainsail when sailing solo or short-handed. When the main is reefed or dropped, the sail will stay on the boom

between the Lazy Jacks.

DAM

WEST CARIBBEAN TRANSIT

Vuch has been written in Latitude about cruising the Pacific Coast from California to Panama, but not so much about the trip from Panama across the Caribbean Sea to Florida. We'd like to help equalize things a little, as cruising from Panama to Key West is a popular and often necessary route.

We left Santa Cruz aboard our Gemini

105 catamaran Miki G. in October of '98, and arrived in Key West, Florida, in February of 2000. We'd planned on making the entire trip in 12 months, as it was actually to be something of a delivery, and we'd intended to keep within a budget of \$12,000. The cruising turned out to be so wonderful, however, that we stretched our time as long as we could. Ultimately, we got in 16 during months, which time we spent around \$15,000. We

wish we'd had more time and money before we had to return to California where I drive a tractor-trailer between San Jose and Santa Cruz each day. And not a day goes by in which we don't wish we were back on our boat. In fact, with any luck we'll be doing some winter vacation cruising in the Bahamas as you read this.

We completed our Canal transit in October of '99 after sad goodbyes to all the friends we made at the Pedro Miguel Boat Club in Panama. Unfortunately, we had a bit of a mishap in the last chamber of the Gatun Locks, when the two tugs to which we were side-tied failed to secure their lines before the freighter behind us

We subsequently took about 4.5 months on the 1,200-mile Milk Run from the Canal to Key West. A look at the accompanying map will give you a good idea what's involved. The passages we made can be broken down as follows: Colon to

the San Blas Islands, 70 miles. To Isla San Andreas, 251 miles. To Gran Vivario Cay, 265 miles. To the Bay Islands of Honduras, 105 miles. To the Rio Dulce in Guatemala, 100 miles. To Punta Gorda, Belize, 16 miles. To San Pedro at the northern tip of Belize, 120 miles. To Isla Mujeres, 185 miles. Finally, to Key West — with an unauthorized and unexpected side trip to Cuba — 335 miles. Obviously

wasn't a straight line, but the total of all distances was 1.447 miles.



Even though modern cruisers like Michael and Layne live an enviable lifestyle, there are always plenty of chores to do and gear to re-

Beware Of Caribbean Weather

The first thing a cruiser coming from the west coast of Central America learns about the east coast of Central America is that the weather in the Caribbean is very, very different from the Pacific. West Coast sailors used to the generally calm and following sea conditions coming down from California are in for a shock. While at the Panama Canal YC, I listened to experienced cruisers talk with awe about 20 knots of wind. "Hah!" I thought to myself,

The waves come at you very quickly. it feels as though you're having to plough through a brick wall about once every three seconds.

started to move. The tremendous force of the water swirled us around the chamber like a leaf about to go down a drain, until our cat finally slammed into the sterns of the tugs. We were shook up by the incident, but fortunately the damage was superficial - nothing that a week at the Panama Canal YC and \$50 couldn't handle. But we'd been lucky!

"what a bunch of pantywaists!" That's nothing but a calm afternoon breeze under the Golden Gate Bridge. Fortunately, 1 was smart enough to inquire a little more, and was told how things work in the Caribbean.

The thing is that the relentless easterly tradewinds and seas found on the eastern side of Central America have been

blowing and rolling virtually uninterrupted since they left Africa, 4,500 miles to the east. When these winds and seas reach the barrier of Central America, they more or less 'pile up' - the seas against the shallows of the Western Caribbean, and the winds against the mountains of Central America. When there are gaps or valleys in the Central American mountains, the winds howl through to create the Tehuantepec'ers and Papagayos on the o Pacific side of Central America. In this way, it's similar to how westerlies howl through the gaps in Northern California at places such as the Gate, San Bruco, and Moss Landing.

Layne and I quickly appreciated what the cruisers were talking about, when we left the smooth confines of the breakwater at Colon and got beaten up by 20-knot headwinds and six- to eight-foot seas. We also discovered that the waves come at you very quickly, with the result that it feels as though you're having to plough through a brick wall about once every three seconds. We were later hit by an unexpected front 60 miles from San Andreas and spent the whole night battling 40knot headwinds and seas that washed right over the top of our boat! One cruiser lost his mast in this blow, and another turned back just 30 miles from the shel ter at San Andreas. Anyone sailing round the Farallones in summer can expect up to 40 knots of wind on a howling summer day, but I promise you that the seas wil be nothing like those found in the West ern Caribbean. The winter trades also have a mostly northeastern component to them and there's a strong northerly cur rent in this area. What happens when they collide? You guessed it, 'refrigerators' tha are even steeper and closer together. It's not fun at all.

And it wasn't as if we weren't working with good weather information. By the

— PANAMA TO KEY WEST



time we'd gotten to Panama, we'd installed the JV Comm weatherfax program on our computer, and were receiving weather pictures via our SSB. We'd also paid \$125 to David Jones, a meteorologist in the British Virgins, to help plan our passages. We were also listening in to the rather terse Herb of the Canadian-based Southbound II, who was routing people across the Caribbean. In addition to all this, I was religiously recording November Mike November - 'Mechanical Mike' - the U.S. Coast Guard's automated weather report out of Virginia. Phew!

Despite all these weather resources, we still kept getting hammered. It got so bad that I was getting seasick at the start of each passage. My stomach filled with butterflies at the thought of the hammering we were going to take on the leg we were about to begin.

But we weren't the worst off. We listened in horror to the SSB as fellow cruisers who'd departed the San Blas ahead of us reported getting tangled in the outer tentacles

Mexico Honduras Nicaragua Costa Rica Panama

of late-season hurricane Lenny, which ultimately devastated the Eastern Caribbean. We listened as our cruising friends hove-to or ducked behind inadequate reefs in 60 knots of wind. Jeff on Slow Dancin' lost his engine off the coast of Belize as he got raked by Lennu. l later talked to him in Marathon, Florida he's now the dock-master at Boot Key Harbor — and the normally laconic guy said with substantial understatement that it had been "pretty bad." Journey battled for two days to reach the inadequate protection of the Media Luna Reef, where they hung at anchor for three more days. Kassala spent three days hove-to halfway to San Andreas waiting for 40-knot headwinds to die down.

If we're frightening everyone from the Western Caribbean with

tales of the ferocity of the weather, that's not our intent. There is a better way to do it. We're really glad that we spent as much time as we did on the Pacific Coast of Central America, enjoying the unique qualities of that cruising area. Nonetheless, we really screwed up by not leaving ourselves enough time to get to Florida. Rather than rushing north to Florida during the wrong season, it would have been much smarter to leave our boat in Boco del Toro, Panama, or Cartagena, Colombia, come home to work for a spell, then cross the Western Caribbean during a better time of year.

For those planning to head from Panama to Trinidad — and then from there downwind to Florida — many cruisers reported great success in using hurricane season to their advantage. When a tropical storm or hurricane blows over the Eastern Caribbean, it tends to suck the winds out of the west, giving people headed from Panama to the Eastern Car-

WEST CARIBBEAN TRANSIT

ibbean a 'free ride'. For those heading from Panama north, directly to Florida, a good time to make the trip is between late spring or early summer — April, May or June — after the trades start to lay down and come more out of the east, and before the onset of hurricane season. I have since talked to Doug on *Endless Summer*, who figured he never had as bad weather as we did. It probably wasn't dumb luck,



During stormy weather, the crew ventured ashore at Colombia's San Andreas Island — an anomoly amongst its neighbors.

but the fact that he was smarter and did a better job of sailing with the seasons. We left Panama in December, which was truly stupid, but a lot of us did it.

Our Actual Trip

We spent weeks lounging around in Panama's idyllic San Blas Islands. We know others who have spent months and even years there. It's that good, and we're sure you've already read lots about it.

Our next stop, Isla San Andrés, was a delight — and not just because we took refuge from the storm there. The island is a resort and duty-free port for Colombians — even though it's off the coast of Nicaragua. High-rise apartments dot the northern shore of this out-in-the-middleof-nowhere island. The anchorage, though exposed to the southeast, is protected from the prevailing northeast trades by the tall buildings and from the easterly swells by a reef. Beware of the holding, however, as the bottom is foul with grass. Our Bruce anchor, which had been our mainstay in the Pacific, was useless in the grass, so we relied on our Danforth anchor.

Other cruisers took a slightly more direct route, sailing from the San Blas to Isla Providencia, a much more rural Colombian island about 60 miles more to the north. While we waited for weather on more cosmopolitan San Andrés, we had access to videos, a movie theater, all

kinds of shopping, and lots of bars and restaurants. Meanwhile, when we turned on the radio we could hear the moping English, and weren't getting on with the newly arrived Spanish-speaking mainlanders who are seeking tourist jobs in

We were soon captivated by the spell of Mexico once again, as our next stop was Isla Mujeres.

reports of our fellow cruisers at Isla Providencia, who complained that there were no fresh vegetables or anything to alleviate the boredom while waiting out the weather. Ha!

But when it came time to move on, those of us down at San Andrés paid the price for our decadence, as those leaving from Providencia would have a much more favorable sailing angle toward Gran Vivorillo Cay, off Honduras. Nonethéless, as time went on those of us who left from San Andrés also were eventually able to ease the sheets and enjoy a close reach for 100 miles or so. By the way, we're lucky that our Gemini has centerboards, which made going to weather a reasonable — if uncomfortable — proposition. And before our 600 miles of sailing to weather on this trip was over, I didn't want to have to do any more than necessary!

Piracy was a big concern for our landlubber friends when they heard us talk of our plans to sail from Panama to Key West. But of all the things on our minds before we left, this wasn't one of them. By this time, however, everyone has heard about how the Dutch boat was attacked by pirates at Media Luna Reef, and how the family's young son was paralyzed by

automatic weapons fire. So we're very lucky to have spent an afternoon at nearby Bobel Cay, walking the dogs, with no pirates in the offing.

To be honest, we found our next stop, the Bay Is-

lands of Honduras, to be somewhat dreary. Apparently the reefs offer fabulous diving, but when we were there in December, the unsettled weather wasn't conducive to diving, the water was cold and the shoreside attractions were non-existent. Plus there was a culture clash ashore. The native island old-timers speak

the islands. The mainland suffers from crushing poverty. In any event, the result was like having to watch an embarassing family argument — so we pressed on to the fabulous Rio Dulce.

The shallow bar at the mouth of the Rio Dulce at Livingston posed no problems for our cat, as she only draws two feet. We found about five feet of water

The intricate waterways of Guatemala's Rio Dulce have become a popular haven for cruisers in recent years.





when we crossed at low tide, and were told there is about six feet of water at maximum high tide. Most cruisers then go about 30 miles up the river to Lake lzabal, which offers great protection from storms during hurricane season. However, the many marinas clustered near the main road between Guatemala City and

— PANAMA TO KEY WEST

Tikal have created a large gringo floating community during the hurricane season, with no corresponding Guatemalan community ashore. The 'town' of Fronteras is little more than a market and an extended bus stop along the unpaved highway to the ruins at Tikal near the border with Belize.

l personally can't imagine spending long summer months bottled up on the river. It would drive me to drink — and

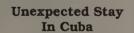
rush back up the Rio Dulce to the safety of Lake Izabal. It could be expensive, as it's \$55 to enter Guatemala. But we found the winter waters of Belize simply too cold for enjoyable swimming, and the frequent northers brought cloudy skies, rain and rough seas. We promised that we'd return to Belize later in the year sometime when the famous diving would be more enjoyable.

We were soon captivated by the spell

of Mexico once again. as our next stop was Isla Mujeres. We loved being among the predictably friendly people, easy-going officials and being able to shop at the delightful markets. Those poor East Coast cruisers only get to enjoy one solitary Mexican port — but it's a good one. We were also in a good

frame of mind, as we'd had a fabulous sail up from Belize. We found unusually smooth waters around the northern tip of Isla Cozumel (also a Mexican island), and the lights of the harbor at Isla Mujeres made entering at night an easy proposition. Had we wanted to wait offshore until daylight, we could have anchored comfortably in the lee of the island in 20 feet of water. But the lights were positioned as charted, and despite arriving at 0200.

we wanted to get to shore immediately to walk the dogs. It had been a 30-hour passage, 90% of it under sail — finally!



We made three attempts to leave Mujeres for Key West, but were turned back by cold fronts the first two times. We were finally promised a five-

day weather window, but on the second day out our weather router advised that the window was about to slam shut! Sure enough, right about dusk we were hit by a 25-knot norther, heavy rain and the usual six-foot 'refrigerators'. When we got into the Gulf Stream, the 'refrigerators' built even higher. It was gross!



Michael and Layne's Gemini 105 isn't the biggest or fanciest cat on the market, but she's been ideal for budget cruising in comfort.

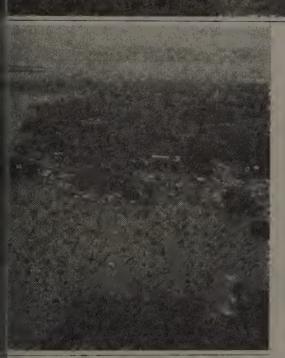
Unable to continue, we and Sea-Ya a 30-foot Gemini from Oregon — decided to turn and run with it. After surfing downwind for awhile, we took refuge the next day behind a reef on the north coast of Cuba! We spent a week there in company with Dennis and Arlyce, skulking in the mangrove islands off the coast of Cuba. We couldn't officially check in, because the nearest immigration office was at Santa Lucia, 60 miles to the north and inside a reef we couldn't get around. Since each Cuban town has a Guarda Frontera - Border Guard - and other military detachments, we would most likely have been detained on our boats had we tried walking to any of the villages dotting the north coast. According to Nigel Calder's guide to Cuba, visitors receive an internal passport at check-in, which allows holders to go ashore at will. We had no such passport, so we stayed well away



The big city: Layne checks out the action in 'beautiful downdown Livingston' at the mouth of the Rio Dulce.

from the villages.

This was a trying time, as we weren't legal and the mangrove swamps offered little more than a place for the exercisehungry dogs to relieve themselves. At first



I'm obviously not the only cruiser who would react that way. There are, however, some busy long-term residents who run some excellent facilities — such as a boatyard, several repair shops and even a sail loft. This is an excellent place to do some work on your boat, or to leave the boat for a trip back home. But to my way of thinking, I'd rather visit this area during the hot summer months, and spend time outside the river in the beautiful southern cays of Belize that are some 20 or 30 miles away. At the first sign of a tropical storm developing to the east, I'd

WEST CARIBBEAN TRANSIT

we worried about being caught by a patrol boat, but as the days went by, we met nothing but friendly - yet fearful - Cuban fishermen. Some of them offered to sell us fresh lobster for \$2.50 apiece. This would be illegal for both the Cubans, who can't engage in private enterprise, and we Americans, who aren't allowed to spend money in Cuba because our Treasury Department has declared that would be "trading with the enemy." Being good Americans, we naturally declined the offers to trade with the Cuban fishermen. But had we actually been able to legally purchase such lobsters, we might have prepared them in any number of delicious ways. Grilled on the BBQ, in an Alfredo sauce, in risotto per Arlyce's tasty recipe, or even curried. Indeed, we might have darn near gotten sick of eating lobster had we actually bought any.

After a week in Cuba, the norther died down and we had a final overnight sail to Key West. It was another great sail, although a beat. But we had flat seas and the prospect of a secure anchorage in America when we were done. We felt a great sense of accomplishment when we finally dropped the hook just after dark



Dedicated 'parents' that they are, Michael and Layne took their two big dogs everywhere they went — and had surprisingly few problems.

behind Christmas Tree Island in the Key West harbor. We checked in with U.S. officials the next day, and they were as pleasant and friendly as any port captains we'd met during our trip. Our dogs easily passed the eyeball inspection. "They look as healthy as my dogs," remarked the Ag-

riculture Inspector. A subsequent blood test by our vet in Santa Cruz showed they hadn't picked up any infections during our journey. It was great to be back in the States!

Once we were back home for awhile, however, the glamour quickly wore off. So we've long been ready to be back aboard as soon as our ravenous kitty gets refilled. We plan to sail from the Keys to the Bahamas and do a haulout there.

In a sad note, Debs, our husky-mix died last September after our vet discovered a huge tumor consuming his spleen and liver. He had stopped eating and couldn't even keep fluids down anymorwhen we finally put him to sleep. In one sense, he was only a dog, but he was also our crewmate for the entire trip and we still miss him. Every day.

From Debs' death has come the reminder for us that a cruise delayed may well be a cruise denied. It's a lesson we've taken to heart. We hope that those of you still dreaming of visiting the 'someday isles' on your own boat, will too. And don't forget to take the dogs, for they will add immeasureably to your fun!

— michael beattie & layne goldman

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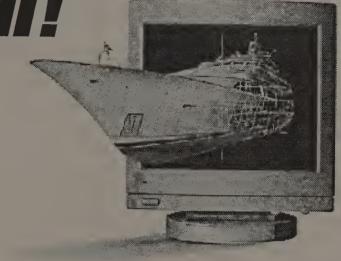
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RYC SMALL BOAT MIDWINTERS

We have no idea who originally coined the expression "less is more," or what they were thinking at the time. Popularized by the likes of Mies van der Rohe, Bucky Fuller and Jerry Brown, the ubiquitous mantra has been highly abused by far greater minds than ours. So excuse us while we lean on that tired phrase once more — but it's still the first thing that crosses our feeble mind every year when we photograph the Richmond YC Small Boat Midwinters.

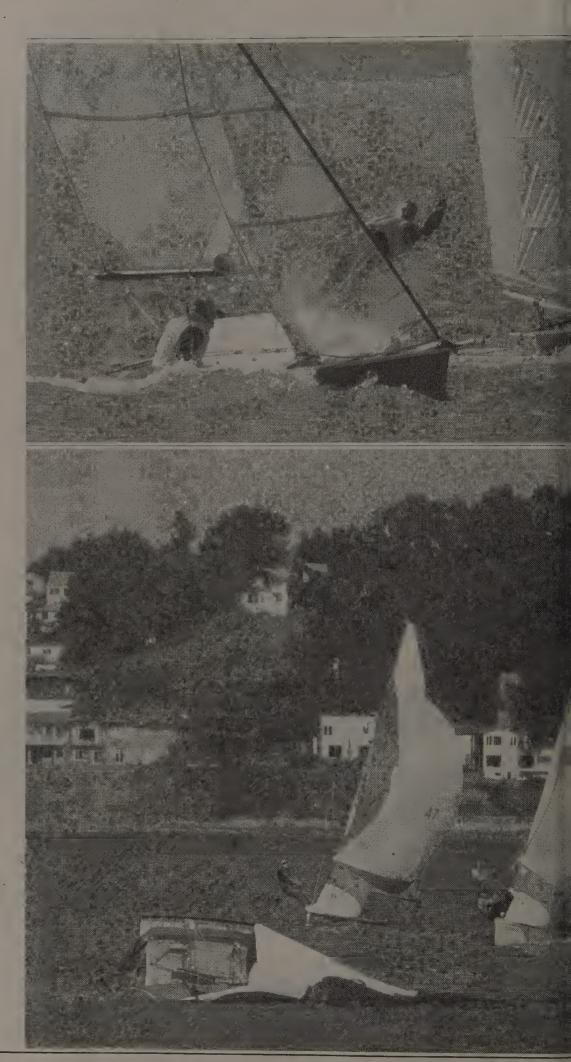
Judging by the smiles we saw on Sunday, February 4, you don't need to spend a jillion bucks to enjoy the noble sport of sailboat racing. Most of the 169 dinghles sailing that day cost far less than a mainsail on a J/105 - and the 51 El Toros and eight DeWitt dinghies in attendance seem almost free in comparison. The \$10 daily entry fee, while up 100% from years past, is also a tremendous bargain (it's free for juniors). Throw in a \$5 hamburger lunch at the RYC clubhouse and a cold Red Hook Ale afterward, and the whole day of racing still costs far less than a movie date or a day of skiing at Tahoe.

There's also less hassle involved in dinghy sailing — fewer phone calls for crew and less maintenance. There's a lot less 'rockstar attitude' and fewer overactive egos on the dinghy circuit, not to mention the absence of PHRF ratings, overblown protest hearings, and all the other BS that big boat sailing often entails. However, there's more racing in a day (RYC runs three circles, each offering between two and six races a day), more camaraderie before and after (everyone launches at RYC), more families involved (36 juniors raced that day), and often more thrills, spills and giggles than you'd find in a month of more 'serious' sailing.

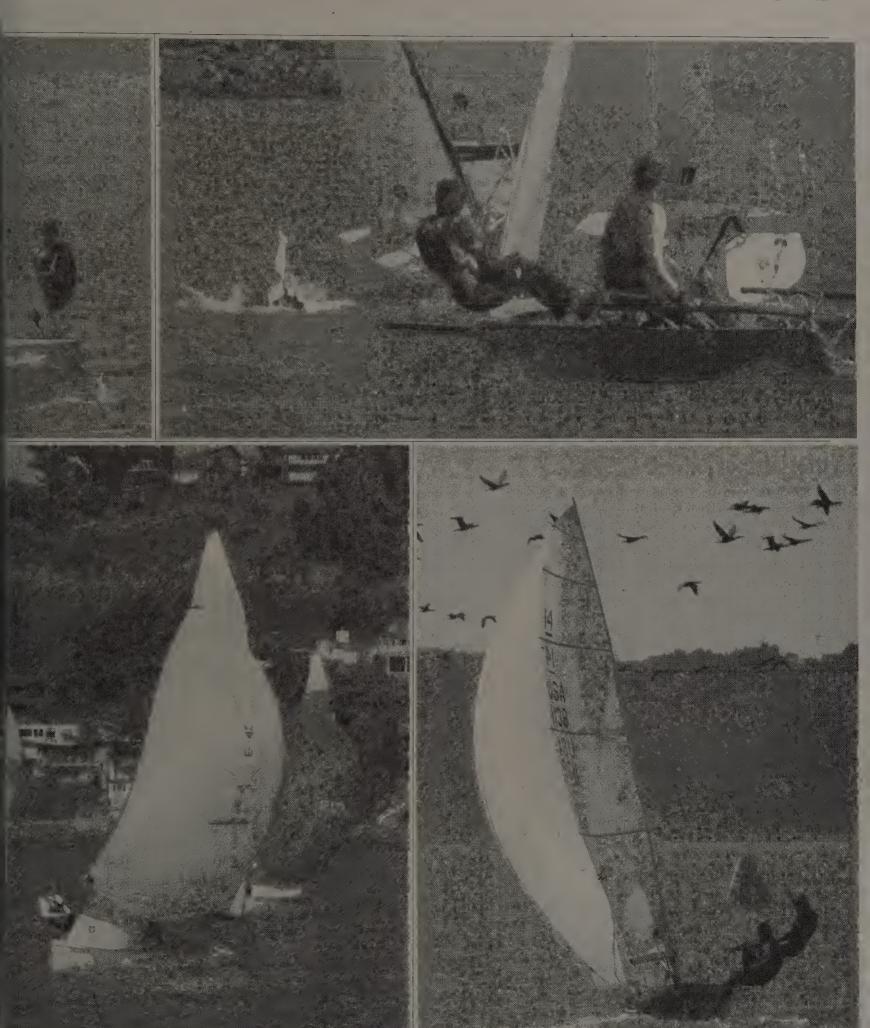
The competition is darn good, too. Look carefully at the pictures on the following pages, and you'll see 1999 Rolex Yachtswoman of the Year Dawn Riley steering Kim Desenberg's Wylie Wabbit *Mr. McGregor* — a nice series endorsement!

The RYC Small Boat Midwinters concludes on March 4, with a champagne /cider/munchies trophy presentation immediately following. We encourage you to beg, borrow or steal any brand of small boat (there's a Portsmouth class if you can't find a one-design) and check out the dinghy scene for yourself. We think you'll agree, more or less, that less is more.

Dinghy sampler, clockwise from upper left — An International Canoe blazes past a 29er; a Wabbit crewman 'tea bags' in front of an I-14; a gaggle of geese frame a perfectly trimmed I-14; the Wabbit fleet threads their way past a downed 29er. All photos latitude/andy.



— LESS IS MORE





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RYC SMALL BOAT MIDWINTERS

EL TORO, SR. — 1) Jim Warfield; 2) Will Paxton; 3) John Amen; 4) Bob Hrubes; 5) John Gilmour; 6) Bruce Bradfute; 7) John Liebenberg; 8) Chris Nash; 9) Chris Straub; 10) Vickie Gilmour. (15 boats)

EL TORO, JR. — 1) Brendan Daly; 2) Travis Kool; 3) Brooks Reed; 4) Sean Kelly; 5) Jesse Wedler; 6) Myles Gutenkunst; 7) Robert Leeper; 8) John Gray; 9) David Liebenberg; 10) Kyle Wideman; 11) Alex Boodrookas; 12) Seana Burden; 13) Ryan Bailey; 14) Annie Freitas; 15) Ben Bradley; 16) Rogan Kriedt; 17) Russell Schuldt. (33 boats)

DeWITT DINGHIES — 1) Jim DeWitt; 2) Richard Hird; 3) Irwin Layne; 4) J. Preston; 5) Ellen Liebenberg. (8 boats)

BYTE — 1) unknown (SFYC); 2) unknown (SFYC); 3) Trish Moratorio; 4) Kati Murray; 5) Michele Logan. (15 boats)

LASER — 1) (tie) Tom Burden and Roger Herbst; 3) Simon Bell; 4) Andrew Kobylinski; 5) Tim Rùssell. (16 boats)

IC — 1) Anders Petersson; 2) Johan Bachsin. (5 boats)

VANGUARD 15 — 1) Bart & Becky Hackworth; 2) David Bryon/Avery Patton. (5 boats)

505 — 1) (tie) Ashley Tobin and Aaron Ross. (4 boats) 29er — 1) McCloskey/Robinson; 2) Fromm/Dibble; 3) Goldsbery/Leese. (7 boats)

SNIPE — 1) Vince Casalaina; 2) Joe Harvard. (3 boats)

LIDO 14 — 1) Tom Jenkins; 2) Joe Doering. (4 boats)



The Byte class is a perfect example of 'less cost, more racing'. Richmond YC will host the Byte Nationals in July.

LIGHTNING — 1) Mike Molina; 2) (tie) Fred Chandler and Pete Beecher. (5 boats)

THISTLE — 1) Kris Vogelsong; 2) Brian Bauman. (3 boats)

WABBIT — 1) Jon Stewart; 2) Kim Desenberg;
3) Colin Moore; 4) Jim Malloy. (9 boats)
VIPERS — 1) Ray Sanchez. (2 boats)
COLLEGIATE FJ — 1) Wycoff/Orth; 2)
Castruccio/Castruccio; 3) Driscoll/Bentsen. (6 boats)
PORTSMOUTH — 1) Steve Lowry (Daysailer);
2) Curt Rodgers (Banshee); 3) Mike Dawson (Banshee); 4) Bob Cronin (Sunfish). (14 boats)

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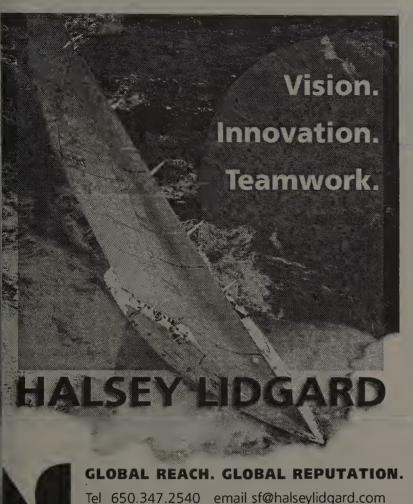
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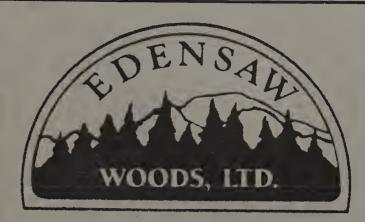
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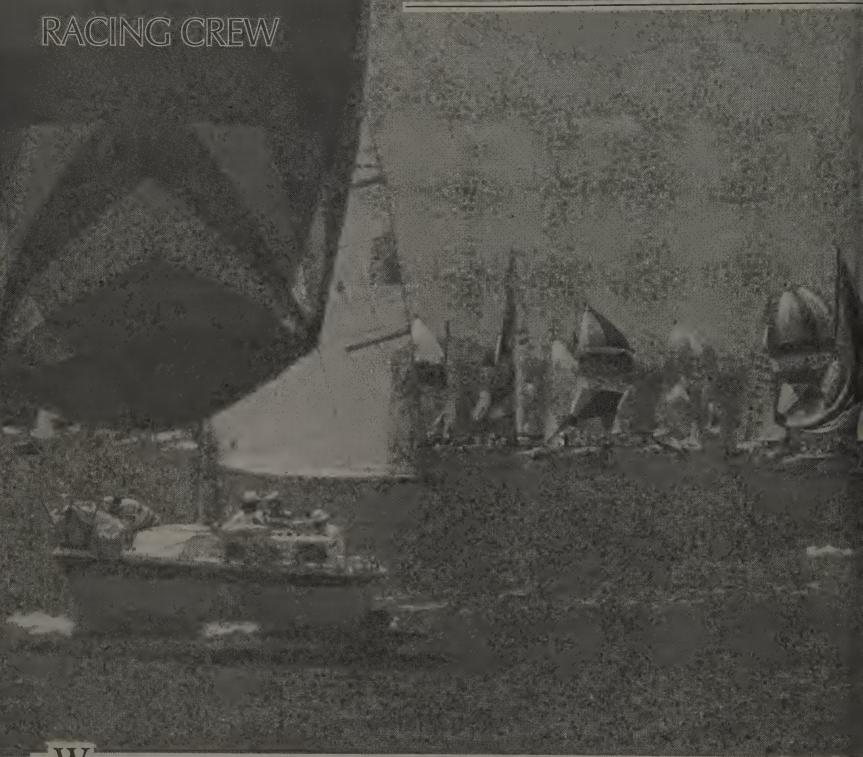
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We don't know about you, but lately we've been suffering from a rather severe case of cabin fever. In this case, the cabin of our tiny car as we dodge lumbering SUVs, much the way primitive marsupials skittered between the stump-like legs of migrating brachiosaurs. Or so we imagine.

Anyway, we prefer talk radio to what passes for 'music' these days. But even there, the pickin's have been slim lately: if we hear one more thing about vicious dogs or presidential pardons . . . well, let's just say it's a good thing we don't work for the Post Office.

Then, the other day, the stupid radio stopped changing channels. It was stuck on one station. Ordinarily, that wouldn't be the end of the world except that we

could get nothing but Rush Limbaugh on the way to work in the morning and Dr. Laura on the way home. Which pretty much *is* the end of the world. Hey, that's *worse* than the end of the world.

A few years ago, we developed this game with Dr. Laura's show. We'd turn it on and hit the stopwatch feature on our wristwatch. Then we'd see how long it would take her to piss us off. When she did, we'd call her names and change the station. The record was under 20 seconds. But now, with the station changer thingie broken, we can't change stations. So we turn her or Rush (his record is about 10 seconds) off completely.

The Vallejo Race on May 5-6 kicks off the summer racing season. It usually features mild conditions, a huge fleet and a great party. Be there!

Anyway, when this whole turn of events actually started *mattering* to us, we realized it had happened. The rat race had once again sucked us into its seething maw. It was high time to recharge the batteries, rekindle the life force and readjust the perspective. It was time to go sailing.

If this or any other version of cabin fever has been getting to you, too, take heart. Spring officially begins on March 21. From there on out until September sometime, the days get longer and the nights shorter. Daylight savings rolls back the clocks for even more boating time on April 1 — we kid you not.

One of the best ways to *go* sailing is to arrange a ride through one of our Crew



RACING CREW

Lists — whether you're a boatless type looking for a ride or a boat owner who needs a few more hands (or pounds) on the weather rail. And one of the very best ways to become a better sailor is to go racing, which is what this month's Crew List is all about.

Whether you want to race dinghies or big boats, we've got you covered. Every weekend or just select ones? No problem. Short round-the-buoys events or transocean marathons? Pull up a seat. Whatever your motivation or inclination, if you have not arranged your racing summer, this is the place to be. It's never been easier for crew to find boats or boat owners to find crew than with our annual Racing Crew List.

By now, most of you will know the drill as well as we do. In January and February, we ran Crew List Forms. Interested boat owners or potential crew filled them out and mailed them in, and in the next few pages, you'll find their names, boat types (in the case of owners), contact numbers and a little about the type of racing people want to do, experience, skill level — even how serious they are about winning. All you need to do is go through the lists, find the boat or crew that most closely matches what you're looking for and call them up.

As an example, say you're an experienced skipper with several seasons of semi-serious racing under your belt. Your boat needs five crew, but only three show up on a regular basis. The rest of the time, you use pick-up people or girlfriends of your regular guys. The girls are nice and make great sandwiches, but they're not really into sailing, much less racing. To have a chance at moving up in your fleet, you know you need two more experienced crewmembers. It doesn't matter if they're male, female or one of each, so long as they're as serious about winning as you and the rest of the crew. With the Crew List, all you have to do is look down the 'Men to Crew', 'Women to Crew' and/or 'Couples to Crew' lists of names on the next few pages. Using the codes in the gray boxes, make checks with a red pen by the best-sounding crew candidates and then just start making calls. It really is as simple as that. Actually, if your sent your own 'Boat Owner Looking For Crew' form in, it's even simpler -

IMPORTANT NOTICE: The Latitude 38 Crew List Advertising Supplement is for informational purposes only. Latitude 38 does not make nor imply any guarantee, warranty or recommendation as to the character of anyone participating in the Crew List, or the conditions of their boats or equipment. You must judge those things for yourself.

potential crew will be calling you.

A word of wisdom for that latter group: there are a lot more people looking for boats than the other way around. And the good spots tend to go fast. By being an 'early bird' and making phone calls as soon as you can after this issue comes out, you'll have the best chance of landing that perfect worm . . . uh, . . . boat. Be sure to 'match' your skill level (or lack thereof) to what boat owners are looking for before you start calling.

Both boat owners and potential crew should write out a list



Racing is a great way to get your feet wet in the local sailing scene.

of questions they intend to ask and specific 'wants' they have. These would have to do with specific duties aboard, how much non-racing upkeep and repair time is required, (including between-race maintenance), responsibility for lunches, practice races, specialty races, how much of his/her own gear a crew should bring, and so on.

We've been told the best way to cover these issues with multiple phone contacts is to leave blank spaces between each question you write out. Then run off a dozen or so copies of the question sheet(s). When you make or receive a call, pull a fresh sheet from the stack and write the person's name on the top first thing. By scribbling down each person's answers on one sheet, it's much easier to remember who said what. Take it from us, if you just start interviewing people and not writing down at least key thoughts from each, by about the sixth or seventh call, they'll all start running together.

As mentioned, if you're serious about Crew Listing, you'll have taken the time to send in a form and your name will appear on these pages — effectively doubling your chances of success. However, you don't *need* to be listed here to use the Crew List. Anyone can make calls from the lists as long as they read and acknowledge the disclaimer in the gray box on this page. Oh, and it would help the cause if you confined Crew List calls to sailing. A few years ago, some guy called most of the women on the Crew List, admitted he had no interest in sailing but — "since you're obviously the adventurous type" — asked each of them if they'd like to accompany him on a month-long backpacking trek up the Appalachian trail! We don't think there were any takers.

Another advantage to having your name listed here is that you get in free to the Crew List party. In the old days, the spring Crew Party was a relatively low-key affair that racing Crew Listers shared with cruisers, daysailors, co-charterers and boat-



swappers, whose Crew List appears in the April issue.

For about the third year running, however, the 'combined' Crew List has been a pretty big deal with flare and liferaft demonstrations, and even the Coast Guard doing a demo helicopter rescue right in front of the club. Plans have not been firmed up for this year, but we hope most of that stuff will be happening again. We'll let you know more next month.

This year's Crew List is scheduled for Thursday, April 5, at the Corinthian YC. The party runs from 6 to 9 p.m. In addition to any demos, we'll have the usual munchies and door prizes, and the club will run a no-host bar.

The good news for you Crew Listers whose names appear here is, you get in free! If it doesn't, you're still welcome, but it'll cost you \$5 a head to get in. Please try to have exact change.

For Crew Listers, the party performs a couple of important functions in the overall scheme of things. First, it offers a friendly neutral ground — if you need it — for the first meeting between a skipper and new crew. Secondly, it offers one more chance for skippers or

potential crew to hook up with one another. Everyone who comes to the party gets issued a color-coded name tag. That way, everyone can instantly tell if the wearer is a boat owner looking for crew or a crew looking for a boat.

Now for a medley of our greatest tips:

• Make your calls during waking hours — no earlier than 8 a.m. and no later than 10 p.m.

 \bullet If you're looking to crew, be realistic about the commitment involved. If you sign up for a whole season, you're going to have to show up on time and in working order for upwards $\rho f_* 20$ weekend days this summer.

• Be honest. Don't try to BS your way onto or around a boat. If you don't know what you're talking about, someone who does can recognize it instantly. As we've said for years, a lack of experience is not necessarily an impediment to your goal. Many skippers actually want a few crewmembers with little or no experience because they're easier to teach the skipper's way of doing things. Besides, if you misrepresent yourself, your first sail will likely be your last anyway.

• Don't be an age bigot when it comes to choosing a boat or crew. There's as much to be said for the steady hand of experience as the strength and exuberance of youth. And the steady hand of experience usually brings better music. Give

everybody a chance.

• If you're a man, for pete's sake, don't be a jerk to any of the women on the Crew List. '(Many of them have chosen to list themselves by first name only in the event any jerks disregard this notice.) Don't tell them moronic things like "Sex is required" to crew on a boat — an actual quote, we're sorry to say. On the other side of the coin, we've seen some of you women come to the Crew Parties dressed to kill a lot more than time. So please, everybody, leave the hormone thing for another time and place.

• Good luck, be carful, have fun — we'll see you out there!

CREW LOOKING FOR RACING BOATS

FOR RACING BOATS	
MEN TO CREW ON A RACING BOAT	
Al Ziegele, Jr., 41, (650) 355-8338	2,3,6,7.
wants 1,2,3,4,5,6/prefers 1,2,5/exp 2a/will Andrei Dumitriu, 34, (925) 256-1119 wants 1/prefers 1,2/exp 2c/will 1,3 Andrew Constantine, 30, (415) 606-3454, Andrew_Constantine@yahoo	1,2,3,6. 2,5,6,7. 0,com 0)/exp 3 1 1,3,6. efers 2/ ome),6. hts 4,6/ 4,5,6,7.
Brad, 41, (925) 254-0212, bdcarrier@home.com wants 1/prefers 2/exp 2c/will 1,: Cedar Hannan, 24, (415) 716-7865 wants 1,5,6/prefers 2/exp 2a/s Chris Hsu, 35, (415) 987-5888, chris.hsu@attws-sf.com wants prefers 1/exp 2b (OCSC U.S. sailing cert., 100% committed to practices,on-time, dependable, focused, fun, winning team)/will 1 Chuck Wagner, 26, (415) 564-8374 wants 1,2,3,4,5/prefers 2 Dan Coyle, 32, (415) 752-4622, Dec@onebox.com wants 1/prefers 2/exp 2l Dan Walker, 29, (408) 230-6529, dwalker@equinix.com wants 1,2,3,5,6/prefers 2/exp 3a,b/will	2,4,5,6. will 3,6. s 1,2,5/ team ,3,6,7. 2/exp 3. b/will 6.
Dave Peckham, 30, (415) 596-3406, davep@frogdesign.com	e exp).
wants 1,3,4/prefers 2/exp 3 (SF Bay cruising)/David Demarest, 49, (415) 256-9069, demarest@jps.net	will 3,6.
David Marshall, 38, (831) 757-1586, davidm@dtmarshall.com	
wants 1,2,3,4,5/prefers 1,2,4,5/exp 1/will Djrk G. Ligtenberg, 35, (650) 566-0901, Dirk_Ligtenberg@awat.com wants 1,2/prefers 1,2/exp 2c (ASA cert.)/will 1,2,3 Erik Elmgren, 48, H: (415) 566-1703, W: (650) 876-9013x114, eelmgren@hotm wants 1,3,5/prefers 1,2/exp 3b (Lots of HI sailing/racing=monohulls 30')/\ Erik Stacy, 32, (415) 474-9706 or estacy@cymerc.com wants 1,3,5 (Coastal Cup '01)/prefers 1,2/exp 4/will	3,5,6,7. ail.com
Fritz, 39, (831) 335-4253	
Wants 1,5/prefers 1,2,5/exp 2a/ Jeff Long, 49, (949) 548-7838, jlsailing@earthlink.net	fers 2,3)/will 3.
Jeremy R., 25, (415) 664-4922, jr@cosmiccow.com wants 1/prefers1/exp 2a/ Jim Wilkerson, 42, (415) 785-1696, jwilkerson@larc.ucsf.edu	will 1,2.

wants 1,3,4,5/exp 4a (skippered 40' boat)/will 1,3,5,6.

Kurt Wessels, 31, (510) 433-8953, (510) 339-2289

wants 1,2,5,6/prefers 1,2,5/exp 3/will 2,6,7.

Michael Bacon, 30, (510) 865-1253 or makenbacon@prodigy.net

wants 1,3,4,5,6/prefers 1,2,4,5/exp 4a,b/will 3,5.

Michael Gallagher, 46, (650) 322-7062

RACING CREW

Mike Goebel, 24, (415) 682-8447 or goebel1@hotmail.com..... wants 1,2,3,4,5,6/prefers 1,2/exp 4a/will 1,3,6. Paul Keister, 29, (415) 826-8807, Cell: (415) 203-3441, W: (415) 331-8250 (Modern Sailing Academy) wants 1,3,4/prefers 2/exp 3 (laser racing, big boat cruising, 1+ yrs in SF Bay)/will 3,5. Paul S. Skabo, 58, (415) 339-9136 wants 1/prefers 3 (J/105)/exp 4c/will 1,5. Peter Kacandes, 34, W: (408) 863-3446, H: (650) 324-0439, M: (650) 714-2042, kadyca@yahoo.com wants 1,3,4,5,6/exp 4a/will 3,5,6,7. Rich Lusser, 59, (775) 345-7627 no wants/prefers 2/exp 2c, race return deliveries/will 3,4,5. Rich Muller, 30, (650) 948-2248 wants 1/prefers 1,2/exp 3b (sailing in college, BU)/will 1,5,6. Richard Ames, 45, (510) 337-0849 wants 1/prefers 2/exp 3b,4b,c, 5 yrs UK, 10 yrs NZ, nat'l championship regattas, ocean navigation/will 1,3,4,5,6. Richard Hayes, 24, (415) 751-6267 wants 1,3,5/prefers inquire/exp 4a (Irish Sailing Assoc.approved Grade A Instructor w/race tactic knowledge)/will 1,3,5,6. Rick Vulliet, 54, (530) 752-7409. wants 1,2,3,4,5/prefers 2,5/exp 2c/will 1,2,3,4,5,6. Rob Underwood, 50, (650) 261-9266 or runder1162@aol.com Ron Viegelahn, 47, (707) 235-3150, ron@etcheshop.berkeley.edu...wants 1,4,5,6/prefers 2/exp 2c/will 1.

"TO CREW" CODE

I/WE WANT TO RACE

- 1) San Francisco Bay
- 2) Monterey/Santa Cruz
- 3) Ocean Series
- 4) 2001 TransPac
- 5) Coastal Race(s)
- 6) To Mexico (Nov.)

INVE PREFER

- 1) Boats under 30 feet
- 2) Boats over 30 feet
- 3) Specific class or design;
- 4) Dirightes
- 5) Multihulls

MY/OUR EXPERIENCE IS

- 2) A little: a) Little or no racing, little other sailing experience; b) Little or no racing, one or more years of general sailing;
- c) Little or no racing, lots of cruising and/or daysailing
- 3) Moderate: a) Less than one full season; b) Out of area racing experience, but am unfamiliar with local conditions
- 4) Mucho; a) One or two full local seasons; b) One or two long distance ocean races; c) Years of Bay and ocean racing

Other pertinent experience:

INE WILL

- 1) Help with the bottom, do maintenance anything
- 2) Play boat administrator, go-fer
- 3) Go to the masthead to retrieve the halyard at sea
- 4) Navigate, I've got lots of experience
- 5) Do foredeck, I've got lots of experience
- 6) Do grinding, I've got muscle
- 7) Do lunches/provisioning

Scott Carlson, 46, (650) 323-9374
wants 1,2 (possibly)/prefers 1,2/exp 2b/will 1,2,3 (maybe),6 (some),7.
Sergio de la Garza Hevia, 26, (408) 279-8042wants
1,2,5/prefers 1,2,4,5/ exp 4a,b (some chartering and working w/yachts)/will 1,4,5,6,7,
Seth Clark, 46, (510) 234-9485, Seth.W.Clark@bigfoot.com
wants 1,3/exp 4a (CSC-Senior rating, prefer East Bay berth)/will 1.
Steve Counselman, 45, (510) 865-2466 wants 1/prefers 1,2/exp 3/will 1,2,3,6,7.
Steve (Stipe) Skugor, 41, (707) 745-7676 or (707) 745-3902, sskugor@yahoo.com

wants 1/prefers 2/exp 2b/will 6,7. Thierry Denoval, 33, (415) 378-9390 wants 1,3/prefers 2/exp 2c/will 4 (some exp),6. Tom Crabtree, 58, (925) 373-9608 wants 1/prefers 2/exp 4a/will 4,6. Tom Quinn, 35, (650) 787-2353 wants 1,2,3,4,5,6/prefers 2/exp 3b, (restores autos as hobby)/will 1,2,3,5,7. Yves Arrouye, 30, (650) 486-5503, yves@realnames.com wants 1,3,4/prefers 2/exp 3b (certified instructor, raced DB2 in Europe)/will 5,6.
WOMEN TO CREW ON A RACING BOAT

Alyssa Rumrill, 22, (707) 694-3566 or hula3@hotmail.com
Anastasia Kellar, 41, (408) 674-9029, oceanprincess59@yahoo.com
Anne, 34, H: (650) 558-8856, W: (650) 331-5451 or atengels@hotmail.comwants 1,2/prefers 1,2/exp 2a (Basic Cruising Cert/OCSC trained/bareboat exp.)/will 1,2,7.
Ashley, 27, smashleywyatt@yahoo.com
wants 1,2,3,4,5,6/prefers 1,2/exp 3 (Sea Scout, 10 yrs)/will 3,5,6. Barbara, 40, (650) 728-2462, winchwench1@yahoo.com
wants 1,2,3,5/prefers 1,2/exp 4 (Pac Cup 2000)/will 2,3,6,7.
Chris Thomas, 54, (925) 735-0243 or cthomas@aol.com
Christine Weaver, 42, (415) 383-8200 x 103
Jan, 51, (510) 482-3042, jaybeesails@yahoo.com
wants 1,3,5,6/prefers 2/exp 4/will 1,2,6,7. Janet Schlihs, 46, (310) 455-1430 wants 4,6/prefers 2/exp 2c,3a/will 1,2,3,7.
Judy, 50s, Nauti2gal@aol.com
Karen Schaser, 48, (415) 246-1123, karen_schaser@yahoo.com
wants 1/prefers 2/exp 4(3 full seasons on Lake Erie - windy & shallow - in J/28,3rd place-'00 Granddaddy Regatta)/will 3,4(some),6,7.
Lee Roberts, 40+, (415) 332-5442, Lprimus@ix.netcom.com wants 1,2,6,
(7-international)/prefers 2/exp 4 (racing & cruising boat owner)/will 2,3,4,7. Lori V.H., 42, lori@premierHR.com
wants 3,4,5,6/prefers 2/exp 2c,3b (SoCalPHRF racing)/will 1,2,6,7.

Lucie, old enough, (510) 234-8403, LVB@dnai.com wants 1,3,5/prefers 1,2/exp 4/will 1,2,7 Marlaina, 47, Fax (415) 945-3752 or loro5@aol.com

.......... wants 1,2,5,6/prefers 1,2,3 (J/Boats, Santanas)/exp 4a (love Baja)/will 2,7. Naomy Olson, 27, (510) 665-4717 or naomee3@hotmail.com

...... wants 3,4,6/prefers 2/exp 2a/will 1,7. Roxanne Black, 50's, (408) 358-9334, sailslady@hotmail.com

...... wants 1,3,6/prefers 2/exp 4/will 1,2,4,7, Sarah, 32, (510) 757-5073 wants 1/prefers 1,2,5/ exp 2b (some daysailing)(OCSC basic sailing course, competent crew)/will 1,2,3,7. Tonya, 25, (510) 665-6119, tanzonya@yahoo.com

...... wants 1,5/prefers 2,4/exp 3a (Cal sailing team, lots of cruising exp)/will 1,2,3.

COUPLES TO CREW ON A RACING BOAT

David & Christine, 49/42, (415) 256-9069, demarest@jps.net or chris@latitude38.comwants 5,6/prefers 2/exp 4c/will 2,3,6,7. Tom & Katy Burns, 44/41, (415) 731-0586 or sfotom@excite.com wants 1,4,5/prefers 1,2/exp 2b/will 1,2,7.

RACING BOATS

LOOKING FOR CREW

MEN LOOKING FOR RACING CREW

Bob Naber, 44, (510) 769-0309, hobie33bob@aol.com, Kantola 38 trimaran plans 1,2,5,a,d,e/wants 1,4,5/races 1,2. Bud Cohen, 70, (415) 567-9868, Nordic Folkboat plans 1b,c,e,8 Wed. nite woodies/wants 1,2,4/races 2. Chris Gage, 38, (831) 657-0494, Santana 525 plans 2a/wants 1/races 1,2,3. Darrell Caraway, 40, (510) 531-4159, darrellcaraway@hotmail.com, Cal 20 Jim Fair, (650) 967-6207, Merit 25...... plans 1a,c,d/wants 1/races 1,2. Jim Hoey, (707) 836-0844, J/35plans 1a,b,c,d,e,8 (a few ocean races)/wants 3/races 2,

"WANT CREW" CODE

I/WE PLAN TO RACE

- 1) San Francisco Bay
- 2) Monterey/Santa Cruz
- 3) Ocean Series
- 4) 2001 TransPac
- 5) Coastal Race(s)
- 6) Mexico Race(s)
- 7) Baja Ha-Ha Cruisers' Rally (November)
- 8) Other_

- a) Handicap
- b) One Design
- c) YRA season
- d) Specialty events and/or occasional YRA
- e) Beer Cans
- f) Anything and Everything

I/WE WANT CREW

- Who will consistently put out 100% for the chance to get experience, and won't complain when cold, wet or scared silly.
- 2) With at least one full season of racing experience
- 3) With more than three years experience
- 4) Willing to do occasional maintenance/repairs
- 5) Willing to do occasional lunches/galley duty

I/WE RACE

- 1) Casually. Winning is nice, but let's keep it fun
- 2) Pretty seriously. Why else make the effort?
- 3) Very seriously. I/we don't like to lose.

Jim Wallis, 42, (530) 661-1442, Hygieia@compuserve.com, Custom 50 ... plans 1d,e,8 (Vallejo based/beginners welcome)/wants 1,4,5/races 1.5. Joel Kudler, 68, (415) 332-4179, Knarr 30-ft .. plans 1,b,c,d,e/wants 1,2,3/races 3. John Davis, 54, (925) 831-8229, john1040@pacbell.net, Laser 28 plans 3,5/wants 1,5/races 2. Joshua Grass, 30, (510) 237-8604, Olsen 25 plans 1b,c/wants 1/races 1 Lee Garami, 41, (510) 352-1981, Hobie 33 plans 1a,c,e/wants 1,4,5/races 2. Liam O'Flaherty, 39, (415) 898-2406, liamof@earthlink.net, Santana 20 plans b,d,e (Estuary),8 (one design sunny warm Lake Circuit, Delta Ditch, High Sierra, Camilia Cup)/wants 3/races 2. Michael Kearney, 45, (510) 304-4201, capt-mike@visto.com, Tartan 10 33' plans 1a,b,c,d,e/races 1 Michel Bergh, 49, (650) 728-2560, Tartan 37 plans 1,3,a/wants 1,4/races 1.

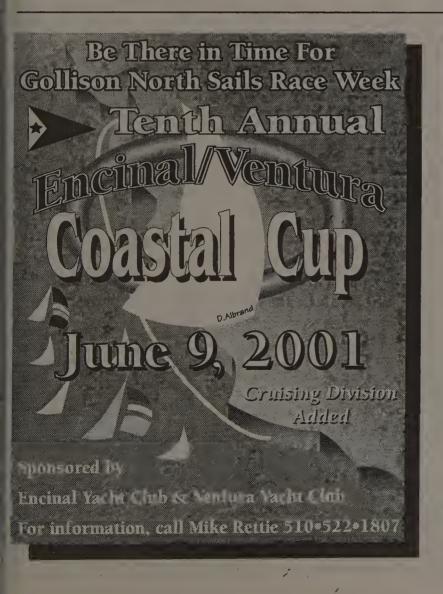
Mike Borgerding, 53, (925) 228-2193, Triton 28 plans 1,b/wants 1/races 1. Paul D. Langley, 49, (415) 606-0082, ffpaul@plco.net, C&C 35. ... plans 2,3,4,5,6,7/wants 3,4/races 1 Ray Slaughter, 54, (415) 454-0561 or (707) 778-6269, J/29.plans, 1,5,c,e/wants 1,2/races 2 Stephen Diamond, sdiamond@pacbell.net, Tartan 38

WOMEN LOOKING FOR RACING CREW

COUPLES LOOKING FOR RACING CREW

Peter & Lydia Truce, 50, (415) 485-1758, peter@stdesigninc.com, Catalina 310

Asclare plans 1a,e/wants 1/races 1.





TOO MUCH FUN (ALMOST)

Late last year, we ran some discussions about the dangerous bar at the mouth of Tomales Bay. It prompted the following account which, while not applying directly to the entrance, certainly captures the beauty and challenge of sailing this "other" Northern California bay — and the decidedly different way this group of sailors enjoys it.

ur little Laser-buddy group (Marconi Cove Yacht Club) had a rainy and largely windless January and February, 2000. So when this particular weekend promised big wind along with a Pacific storm front moving through, we all phoned each other Friday night with the same promise: "We'll see you at the launch spot tomorrow, rain or shine." We seldom officially race our Lasers, preferring the freedom of simply sport-boating. My competition is with myself and the water planet: Sailing a Laser, you hang suspended with one hand for the ocean (tiller) while feathering control to the other hand that connects you to the sky (mainsheet). You are the pivot point between the two fluids and get to go along for the ride.

True to our word, all four of us arrived at the launch spot Saturday. There was a Southerly storm moving in, all right. It had built from 15 knots at 0600 to a very gusty 25 - 30 by 1100 when we got there.

Now it was raining hard sideways and the forecast called for small craft advisories, heavy warnings, and winds over 30, "gusting higher at the coast" by afternoon, accompanied by heavy rain.

It was exactly the kind of conditions that. if I were alone, or there had just been a couple of us, there would have been no launch. Period. lt was a great day to go back home and read a book (Fatal Storm, or The

Perfect Storm came to mind ...) in front of a fireplace.

John, Carl, Mark and Dennis (kneeling) on 'story day.'

t was difficult to rig. Seating the mast

and sail on the boat and getting the

outhaul clew anywhere near the boom end was demanding, and all four of us had boat-crashes on the beach before we had them put together. I normally regret reefing the Laser and haven't done it often, but after a quick trial run by Mark, we could see the building wind required it. Mark, Carl and I put in two wraps and took off, beating out and reaching back, staying close to shore enjoying the adrenaline, the state of animated suspension and that strange sensation of almost drowning because there is so much water being loaded into the air.

While we were doing this, it took our newcomer, John, about an hour to rig his beater boat. He put in a three-wrap reef. He is a relative novice to the Laser, but he is a large, strong surfer. In fact, that's how we found him — surfing his old Laser in the ocean at Bolinas. He's pretty brave and enthusiastic, but has little time in the boat and even less experience with heavy air.

> By some odd consensus, once everyone was sailing we decided to head for the other side of Tomales Bay. 1 wasn't really sure we should go. By this time, everyone but me had already capsized several times. couldn't see the other shore because of the worsening weather. But 1 figured there was safety in ways 22 years of Laser experience,

numbers and we could alturn back. So, with l was the guy

they followed — a dangerous guru.

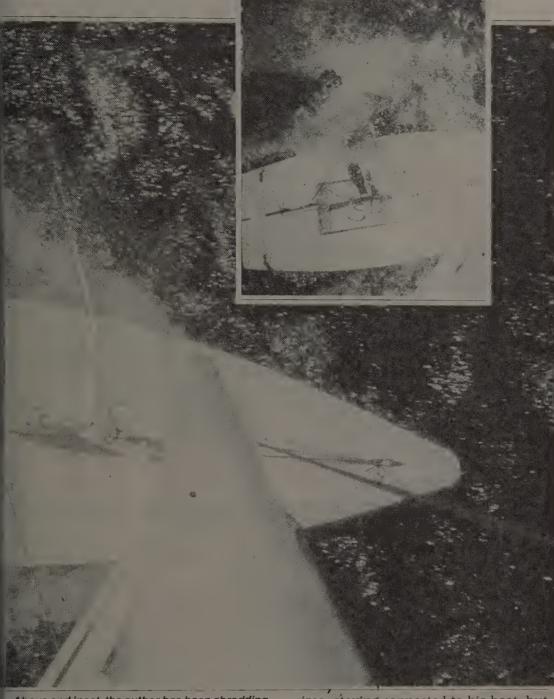
W e had nearly reached the far shore when the afternoon forecast came true. Out of nowhere, I started getting



creamed by furious, shifting gusts. After a couple of uncomfortable wipeouts 1 decided we should turn back. (Later, the other guys said they weren't scared until they saw me start to have problems.) Everybody got turned around, but John soon found himself in real trouble. He simply could not keep the boat upright. He would accelerate into vicious rolls and go over. After a few of these, he couldn't even keep the boat upright long enough to get aboard. It would often capsize again before he could climb back in.

We managed to circle and stay by him, but even shouted encouragements were useless, as the wind and rattling sails carried only their own sounds. Also, we were getting tired of crawling back in from our own capsizes. It didn't matter what you did. I tried sitting head to wind and just letting the sail luff, but the sav-

ON TOMALES BAY



Above and inset, the author has been shredding Tomales Bay on Lasers for 18 years. Drysuits are mandatory.

age gusts would simply veer, and blow the boat over even without any pressure on the sail. The boats were shivering and shaking. I was glad I had rigged my old sail. Odd stuff happens in this much wind. Twice, I found the pin that holds the tiller into the rudder head had come out. Carl's did, too. This has never happened before. Maybe it was plucked out by the mainsheet when it whipped around

sizes, staying connected to his boat, but now I watched him let go and swim aft of his turtled hull. He dove and came up with the rudder. I got close enough then to scream "For God's sake, don't lose that — don't you have a lift stop on that thing?!" He pointed to it, bent completely upward... useless.

John got the rudder back on, but bigger seas were now joining the wind, and each time any of us capsized, it was harder to sort things out and get back in the boat. Then the boat would fall off a

boat upright and fast in heavy air, but being forced into this continual losing battle in a deteriorating situation adds anxiety and tires the body and spirit quickly.

By now, I did not think I had the strength to crawl back in the boat one more time. The weakening aftermath of adrenaline was turning to sour fear. I don't know what the actual wind strength was but it was gusting for sure up to 40 and this was the first time I have been out of real control with a reefed sail. John was upside down more than not and I started to think we should pick him up and leave his boat. I could also see that if things continued to worsen, we would be looking at rescuing Carl and Mark, as well.

I made a tough call. Thinking of the sturdy powerboat that the Point Reyes Park Rangers keep at a dock only a mile away, I headed for the shore where my truck and VHF handheld radio was. I felt I should call, and at least have them help John. I was sure he was going to lose his rudder again and they would be able to help recover the boat. I am still not sure about that decision.

Leaving felt wrong.

By the time I got to shore and got the radio out, I could see the other three boats



Shake it to the left, shake it to the right — it's not really a good Lasering day unless you're scared.

weren't far behind, and they in fact arrived before I had to put out a call. Carl said on arrival, "You did the right thing, we knew you were going for help, and when you sailed away, it seemed to help inspire John to stay upright." That's when I noticed for the first time that John (being a surfer) was not wearing a lifejacket! He was pale and shaky, but glad I had

I was the guy they followed a dangerous guru.

slack during boat rightings.

John had been doing a good job of not letting go of his mainsheet during capwave top and you would find yourself swimming again. There is normally elation in the exertion required to sail this

TOMALES BAY



not called for rescue. He allowed that he would wear one from then on.

Everybody went home all right. Our usual armor of wetsuits, booties, gloves and windjackets kept us from hypothermia. I soaked my bones in a hot bath and was in bed at 8 p.m.

'Pitchpole George' executes a full frontal dismount, a common Laser maneuver on Tomales. Don't great whites breed here?

I am simply relating how things happened — how I questioned our judgement in going out in the first place, and my decision to leave for a radio. (I doubt I could have used it if it were on board... I di have a waterproof camera stuffed undo my lifejacket, but only got on on-the-water photo that day. There wer no hands available in that mayhem t work a camera.)

have often joked that I don't have good Lasering day unless I'm scared. The was a very good Lasering day. Mark and are 57 and 52 years old; John and Ca are in their 30s. We are all in pretty fa shape, but I think maybe you are never as good as you think you are when the winds are that strong. Another factor to watch out for is the group "Hey, watch this!" bravado that got us out there in the first place. Finally, there is definitely something good to be said for organize racing, where you can get away with a sorts of nonsense with committee and crash boats around.

We were quite alone.

- dennis olsa

dentit 1

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MAX EBB

Not now!" I moaned. It was the worst possible time for the lights to go out. Our committee was finally all at the same place at the same time, ready to hash out our Sailing Instructions for the next season of club racing. There were major is-

sues to deal with: rule changes, starting systems, eligibility — it was an important meeting, as RC meetings go. In the dim light of the battery powered emergency exit signs, I could barely make out the outlines of the documents that had just been passed out for our review.

"Bloody Texans," muttered one of the racers from the other side of the table.

"I say we call their bluff," suggested another voice. "Let the California economy go down the tubes, and see what it does to the energy cartel's bottom line. . ."

Someone produced a small flashlight and passed it to the RC Chair, so she was at least able to read her agenda. Meanwhile, another Race Committee member volunteered to run down to his boat to fetch some more flashlights.

"I'm sorry you can't read these documents with the power out," she said, "but I can summarize."

"Don't make much difference to me," said one of the older sailors at the table, a retired lawyer who had become a regular fixture on the committee boat and usually ran the protest committees, too. "I can't read the small print in these darn rulebooks anymore, anyway."

"And you're the guy who swore I was over by an inch in that race last fall, when you were calling the starting line!" charged a younger racer.

"Let's not get started on that one again, please," warned the RC Chair.

"Okay, sorry. Anyway, the first thing we need to agree on is which starting system we're going to use for our weekly Beer Can Races."

"Can't we just call out system two in the Sl's and be done with it?" I asked.

"System two is out of the rulebook," she informed us. "Most of the local clubs will be using the new six-minute sequence, or some variation of it, and I think we should consider doing the same."

"I'm the guy runnin' the starts," said the older member, "and I say one signal every five minutes is plenty. Write it up any way you want it, but you're only gettin' one shape and one gun per start. Anyone who wants it some other way can have my job on the RC boat."

"Well, that settles that," said the RC

"Opinion was about

100 to zero that the

ISAF had really

gone off the deep end

this time "

Chair. "It will take some space in the SI's, but we'll write up our version of system two. I hope this doesn't make the Sailing Instructions into a two page document."

"Maybe we're giving up on the new system too soon," suggested the younger racer.

"You know, it really only requires one extra flag per start, and a horn is fine. We don't have to use the gun at all. It would give the RC a lot of flexibility for handling general recalls and postponements and course changes, and get us used to the system that's going to be in use all over the rest of the world."

But the problem for the casual racer," added another voice from the darkened room, "is that you never know what time you start 'til your own class sequence begins. Especially for a weekday evening race, when we have to fight traffic to get here in time, the last few minutes are critical. We have to know what time our start is when we leave the office. In fact 1 like the system where it's set exactly to UTC time, as displayed on a GPS, even if the Race Committee signals are off a little. That way I can have my stopwatch counting down to my start before I even leave the dock."

"Like I said, you're gettin' one signal per five minutes," said the old RC volunteer. "But I ain't got a problem if you want to sync it up to the time signals. Heck, that just means I can be a little sloppy with the shapes and everyone will still have the right time."

"Just make sure you're watching the time display on a GPS when you call the line," said the racer who had been over early last year. "Um, if you can read numbers that small, that is."

"Not to worry, I usually have one of my lovely assistants count down for me," he joked. "But I hear ya, they'll be lookin' at a GPS. Them things are dead nuts-on for time, once they're warmed up that is."

"Settled!" said the RC Chair. "We'll write

it up as a simple system two equivalent, a signal every five minutes, synchronized to time signals. Next item: What I passed around, which unfortunately you can't read, are printouts of letters to an online discussion group. Opinion is about one hundred to zero that the International Sailing Federation, and US Sailing along with it, have really gone off the deep end this time with the new eligibility code that went into effect in January of this year."

Ust then we became aware of someone knocking at the yacht club front door. With no electricity, neither the doorbell nor the key card door lock were functioning. It must be our guy with the flash-

— QUESTIONING AUTHORITY



lights! One of the sailors jumped up to let him back inside.

Meanwhile, under the dim flashlight beam, the RC Chair read us the applicable parts of the new eligibility requirements for sailing in any race conducted under the ISAF racing rules.

"21.1: ISAF Eligibility Rules: To be eligible to compete in an event listed in rule 21.2.1, a competitor shall: (a) be governed by the regulations and rules of the ISAF; (b) be a member of a Member National Authority or one of its affiliated organizations."

The guy with the flashlight had not been the only person waiting to get inside. I heard the clicking of chain and ratchets as a bicycle was wheeled into the

One of many possible scenarios to come out of ISAF's new eligibility code.

darkened dining room.

"Lee," I called out, making a good guess. "You're late!"

Lee Helm had been invited to the meeting to represent her college sailing club, sometimes involved as a co-sponsor of our yacht club race events.

"Like, tell me about it, Max. Half the town is blacked out. You try getting down here with just a couple of LEDs and three double-A cells."

Assisted by her bicycle headlight she found a wall to lean the bike against, then joined us at the table.

Kay, what constitutes an 'event

listed in 21.2.1,' under this rule?," asked one of the racers at the table as the flashlights were passed around.

"I'm getting to that," said the Chair. "Here it is: 21.2 Events Requiring ISAF Eligibility: ISAF eligibility is required for the following events: (a) the sailing regatta of the Olympic Games, (b) the sailing regattas of regional... blah blah blah, (c) events including 'ISAF' in their titles: (d) world and continental championships... blah blah, (e) any other event approved by the ISAF as a . . . blah blah blah, (f) any event approved by a national authority. . . blah blah blah, (g) all other international . . . blah blah blah. Oh, here we go: (h) all events using the Racing Rules of Sailing. That includes the rules as adopted by US Sailing, folks. In other words, every race we run."

MAX EBB

"And what's the practical effect of this rule?" l asked.

"The practical effect," explained Lee, "is that every single person on your crew has to be a member of US Sailing, or a member of a club that belongs to US Sailing. And like, that leaves out the University Sailing Club so I've been an illegal crew ever since this eligibility thing went into effect in January.

"And this applies to all crew for all races?" I asked again.

"Uh huh."

"That would mean the end of beer can racing as we know it, would it not?'

"Read it and weep," said the older sailor. "Question is, what's the best way to write it out of our Sl's?'

"Let's just call it out as a change and say it doesn't apply," suggested the younger racer.

"No way," noted Lee. "It's like, one of the non-modifiable rules. There are lots of them this time around."

here was more frantic knocking at the yacht club's front door. The Committee was all present, and no other meetings were scheduled that evening. No one else moved first, so I got up and stumbled in the dark to the door to see who it was.

"Did you order the pizza?" asked the youth standing on the front steps. "It's still hot — I think — but next time, man, give better directions.'

l paid him off, including a generous tip for actually finding the place in the middle of a blackout. Or 'rolling brown-

"They've given

themselves such a

black eye this time,

I don't think

they'll ever recover."

out.' Or whatever this was.

"Thanx, dood!" He waved as he started to run back to his doubleparked delivery truck. Then he hesitated and turned back. "Hey man, you ever need extra crew down here? I used to race on my uncle's boat down in SoCal, when l was a kid.'

"We sure do, almost always," I answered. "But you have to be a member of a yacht club.'

"Woe!" he whistled. "Times have changed. See ya."

"We can sign you up, it's not a probtechnical requirements of USS membership. But it was too late, my test case had proved what we all knew. This new rule was just plain crazy.

ack at the conference table, they were debating the various possible ways to cope as they ripped into the pizza.

"Most of the clubs that I'm aware of," said the RC Chair, "are going to include this wording, recommended by the ISAF itself in the January 12 issue of its newsletter Making Waves: 'A boat may not protest a boat for an alleged breach of RRS 75.2 with respect to ISAF Regulation 21.1(b) This changes rule 60.1(a).'

"Isn't that identical to deleting the rule?" I asked.

"It looks like a rule deletion an' it quacks like a rule deletion," said the older sailor. "But if that's what ISAF is recommending — that we make their own rules inconsistent with themselves - then l s'pose that's what we oughta do."

"But the RC can still initiate a protest under the eligibility code," the younger racer pointed out. "So the rule isn't completely de facto deleted."

While they were arguing this point, someone else brought up the advertising issue. It seems that under the new advertising rules, the clubs have almost no control of the advertising category. Instead, it's all set by the class associations

and USS and ISAF.

"That's outrageous," said a woman on the committee who had been silently observing until now. "Now we can't even limit the advertising during our own

"Actually," said Lee, "USS has backed off a bit on that for handicap

events. But still, if we have one-designs participating in our big regattas, they can, like, enter as floating billboards if that's what their class associations allow.'

"Not on my race course they can't," she insisted. "You know, we also have a city ordinance about outdoor advertising. It specifically applies to the marina. I don't like to make trouble, but . . . '

"Be interesting to see if citations against the owners of boats tied up at the guest dock with big logos on their sails would stick," said the younger racer.

"Can't we just modify the advertising rules for our own races, and take back control of commercialization in front of our own club?" I asked.

'Nope, that one's a no-change-'em also," said Lee. "ISAF and USS are driven by advertising money these days, so it's critical to them that they have control. I mean, like, they'd be happy if sailboat racing followed the car racing model: Just pros and fans. We should be sitting home watching the Olympics on TV, or following long races on the internet like good little consumers, so we'll see the ads and buy the products. No need for us regular folk to actually get out there and go racing ourselves.

Meanwhile, the two sea lawyers were still arguing about the best way to circumvent the rules that were carefully designed to be impossible to circumvent. Lee joined the debate:

"Like, why don't we do this," she suggested through a mouthful of pizza. "Write instructions that say 'these races shall be sailed under the SF Bay Racing Rules, which are unpublished and identical to the 2001 ISAF Racing Rules of Sailing, except that the following sections are deleted:...' and then we just list all the rules we don't want."

'I like the simplicity," I said.

"We wouldn't have access to the YRA Appeals Committee," one racer pointed

"No great loss, that process is so slow," said the RC Chair. "We could have an inhouse yacht club appeals system that would probably get to the same result a lot quicker. On the other hand, the YRA Appeals Committee might take our appeals anyway if we wanted them to. Appeals have been down from five or six every year to only one last year, so they're probably looking for business, just to keep in practice."

"Maybe it's a good sign that appeals are down," I said.

"No, the light appeals load is for all the wrong reasons," said Lee. "Racers are reluctant to protest because, starting with the '97 revision, the outcome of a protest became, like, a lot less certain. I mean, we have just as much 'protesterone' in our veins as we ever did. Maybe more, with sponsorship money raising the stakes. But the new rules make it tough to self-enforce. And like, on the club level,

— QUESTIONING AUTHORITY

it's always the competitors themselves who have to make the calls."

"Do you think," asked one of the other racers, "that a lot of the changes to the right-of-way rules were driven by the requirements of top-end events with on-thewater judges, where there's supposedly someone right there to make all those subjective calls that the new rules seem to require?"

"Works great on TV," Lee agreed. "Not so great for a beer can race. I miss the freedom to 'luff as she pleases,' the binding 'mast abeam' hail, and the onus of proof on the short-tacker. Those exceptions to the old rule 35 — now rule 16 — were very important. It meant that when you knew you were right, the other boat was very unlikely to win the protest."

"If we create our own rules we could put those elements back!"

"That might be a big mistake," said the older sailor. "'Specially if we expect other clubs to use these rules too. Let's not make 'em have to re-learn the old . . . Arrgghh! Who in bloody heck ordered anchovies in this darn pie? Gimme that flashlight — how can you tell which one's got the pepperoni in the dark?"

But his point had already been communicated, and after some more discussion, some of the people around the dark conference table were ready to dump the ISAF rules in favor of a nearly identical clone.

"They've given themselves such a black eye this time," said the younger racer, "I don't think they'll ever recover their status as the representative organization of sailboat racing worldwide."

"Let 'em have the Olympics and the Acup, and all that round-the-world non-sense," said the older sailor. "Time for a new organization to administer the sport for racers. The only reason USS is still afloat at all is that club insurance deal. And that can be reproduced pretty easily by a new group."

"Before we get too carried away with this," said the RC Chair, "let's read what some of the top ISAF and USS people have been saying in defense of these new rules. This is from Paul Henderson, ISAF president, quoted in *Scuttlebutt* 729: 'The problem facing sailing is that it is a participatory sport. . ."

"Hoo-boy," said Lee.

"Hoo-boy," said Lee.
"Problem indeed," I added.

SF BAY RACING RULES

These unpublished rules are identical to the 2001 ISAF Racing Rules of Sailing, with the following deletions:

- The Introduction
- 69.2 and 69.3 (action by national authority and ISAF for gross misconduct)
- 75 (required affiliation with national authority)
- Part 7 (Race Organization), except for 88.3 (scoring) and 89a (protest committee)
- J1.1(2) and J2.1(1) (ISAF rules in Notice of Race and Sailing Instructions)
- J2.2(4) (changes to racing rules) delete "permitted by rule 86"
- M1.1 (international Jury to be approved by national authority or ISAF)
- Appendix 1, preamble (no changes allowed by sailing instructions)
- Appendix 1, 20.4 and 20.5 (advertising status chosen by class), replace with "The organizing authority shall decide the advertising category."
- Appendix 1, 20.7 (advertising fees)
- Appendix 2 (eligibility code)

"He goes on to ask if all 'dedicated sailors' should be required to be members of the 'jurisdiction in which they race,' implying that the only reasonable answer is yes, I suppose."

"Even this yacht club," I responded, "allows me to opt out of the yearly assessment for RBOC if I don't agree with their lobbying positions. No such option is available here, though."

"Henderson even suggests that it was all done because most clubs' insurance only covers members while racing."

"Wonder where he got that?" someone asked.

"So did all the other letter-writers the next day," she said. "But you'll like this one even more, from *Scuttlebutt* 731: Dave Rosekrans, president of US Sailing, in response to a letter claiming that ISAF did this just for money, to coerce people into joining so they get more membership revenue."

"... It is true some US Sailing dues go to ISAF, but last year we received, from ISAF, much more from sanctioning fees than we paid. In addition, ISAF gives US Sailing — at no cost — the right to publish the racing rules."

"Oh. . . my . . . God," Said Lee. "So like, in defense of these policies, they say that sponsorship money is more important than dues revenue. Just in case there's, like, any doubt about who these folks are working for."

"It ain't us, that's fer sure," said the old sea lawyer. "I'm convinced, let's give ISAF the heave-ho. And the rules they rode in on."

Ust one more problem," sighed the RC Chair. "21.3 is the real killer. Listen to this: 'Suspension of ISAF Eligibility: 21.3.1: After proper inquiry by either the national authority of the competitor or the ISAF Executive Committee, a competitor's ISAF eligibility shall be promptly suspended. . . ,' and I'll skip down to '. . . (c), for competing, within the two years preceding the inquiry, in an event that the competitor knew or should have known was a prohibited event.'

"What's a prohibited event, you ask? Here's 21.3.2: 'A prohibited event is an event... (d) that does not conform to the requirements of RRS 87...'

"And rule 87, in turn, requires that the SIs call out the ISAF rules."

She clicked off her flashlight. If the power had been on, we would have seen many mouths hanging open in disbelief.

Wow," Lee finally exclaimed, breaking the stunned silence. "What they're saying is that anyone who races in any event that isn't played with the ISAF ball is out of the fold. I mean, it reminds me of the latest newspeak from that guy in charge of Microsoft's operating system division, when he said that Linux and other open source products 'threaten our system of intellectual property' or something like that. No 'open source' racing rules, if ISAF has its way!"

"I wonder if they've adequately defined 'event,' said one of the racers. "Maybe our SI's could just state that this is not an 'event' under the meaning of 21.3.2."

"Here's another letter excerpt you'll enjoy," said the Chair, turning on her flashlight again. "This one from Philip Gage, in Scuttlebutt 733:

The full horrors of the eligibility code have yet to be revealed. One intent of the code is to have the power to ban from all sailing anybody who has the temerity to take part in a prohibited event . . . Good bye to all informal races (no notice of race), Sail and Power events (not under the RRS), charity races run by pubs, races in town carnivals. No longer will two gentlemen be able to wager a cup of 100 guineas for a race round the Isle of Wight. No longer would *Yachting World* be allowed to be the name sponsor of an event.

"My views are those of a sea lawyer, but the moment a professional sailor is suspended for taking part in a prohibited event the real lawyers will be at work. They would enjoy themselves in court."

issue too," said the younger lawyer. "And a federal jurisdictional one, since the Coast Guard issues the regatta permits...'

h, do I ever know what he means," said the younger racer, who, I was beginning to remember, was also an up-and-coming trial lawyer. "Just think how much fun it would be if one of our Beer Can racers, after racing in our "prohibited

event," gets barred from some mainstream ISAF regatta. I'd make it a first amendment issue, since participation in our pirate series has a clear element of political

expression behind it.'

"I'd come out of retirement for that one," said the older sea lawyer. "This would be duck soup.'

"There might be an equal protection

lack eye for ISAF is an understatement," I remarked, "if this idiocy is really what they intended to do. Have they backpeddled away from all this yet?"

"Only way I can see out of this mess for ISAF,"

said another sailor, "is to define 'event' as 'any event conducted under ISAF RRS.' This would be somewhat circular in that Appendix M requires that events use the RRS, but it would also leave an out for clubs like us and other sponsors of informal races that want to use alternative rules - to go 'open source' if you will and not be classed as running 'prohibited' events."

Then our Chairperson read another quote from ISAF president Paul Henderson: (Making Waves, January 30)

"With regard to the ISAF Eligibility Code, it is now obvious that various jurisdictions want it clearly stated how the relevant authority decides who can compete at the entry level or in local events. This will be carried out by putting the responsibility on how it is be handled at this level on the shoulders of the relevant MNA's. Until it is clarified, ISAF will have to accept the paranoia of those who read some conspiracy into the work of ISAF.'

"Sheesh," said Lee. "Now he's flat-out saying that the rules don't really mean what they say, and calling his membership paranoid for thinking that they do mean what they say. ISAF is history, as far as I'm concerned. I guess we'll need, like, a pirate flag for the RC boat. And you know, I don't think we'll be the only ones flying the skull and crossbones over the course signals this summer."

- max ebb



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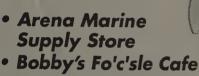
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HOPPING THE POND

 $m{P}$ icking up where we left off last month, we continue here with Part III of John Neal and Amanda Swan-Neal's report on their instructional voyages from British Columbia to Europe aboard Mahina Tiare III, their Hallberg-Rassy 46.

We had a fast and fun 12-mile downwind sail from Little Harbor on Peter Island to Great Harbor on Jost Van Dyke where we cleared customs — a thoroughly casual experience — and indulged in a wild night ashore at Foxy's Tama-

convenient place to moor with two supermarkets across the street. (For more info, see www.villagecay.com.)

Monday morning two of our crewmen, Peter and Ed, helped in a major effort to clean and wax the hull. In the afternoon

The town council instituted a 'free' laundry drop-off service. They actually purchased machines and hired a woman just to do cruisers' laundry.

rind Bar & Restaurant.

This famous beachfront restaurant-bar centers around its eccentric West Indian owner, Foxy. Beware if you wander in from the beach unprepared, for his guitar strumming and mischievous rhyming lyrics might soon be about you. Friday night barbecues pack a full house: while 250 yachties heap plates high with mahimahi, ribs, steaks, chicken and local salads, Foxy and the band keep jamming out

With the easterly trade winds blowing on Sunday, we experienced an exhilarating sail to Road Town, Tortola, capital of the BVI. Even though we expected to find

a much larger town and harbor, we were still astounded by the vast number of charter boats at The Moorings — the company's largest base in the world.

To ensure that we had moorage. four months earlier we had booked a slip at Village Cay Marina but were now surprised to find plenty of empty slips, soon realizing we were at the end of the charter season. Village Cay provides 110v & 220v

power and water (\$.12 per gallon) to each of 106 slips (@\$.95/ft/night). On site or next door is a pool, dockside restaurant and bar, laundry, showers, as well as email, phone and fax facilities, plus a 21room hotel. This turned out to be a very

we applied the first of five coats of varnish to our toerails and handrails. Midweek we sailed back to the peaceful Jost Van Dyke where we enjoyed the quiet beauty of Little Harbor anchorage again. This is the type of shared anchorage we really savor between expeditions — sheltered but with gentle breezes for ventilation, great swimming in crystal-clear water, the ability to see the lights of town in the distance and new friends stopping by

Arriving back in Road Town five days later, we spent the day provisioning, stowing food, doing laundry and getting ready for our new crew arrivals. That afternoon

> we saw a large high school steel drum band setting up in handsome

> front of the new govwalked by later, lis-

ernment buildings and the kids told us they were playing at an event celebrating the 20th anniversary of social security for the BVI's. We tening to the magical steel drum rhythm that had young and old dancing in the streets. What a proud group of people British Vir-



Leaving your own distinctive sign on the seawall at Horta is a wonderful seafarers tradition - the hard part is finding an empty spot.

gin Islanders are. With no unemployment (a shortage of workers, actually), low crime and a good school system, these folks really have a country to be proud of. We never felt any weird vibes and found the locals were more polite in the crowded



supermarket than the bareboater tour ists were.

It was late in June when we set sail on our 2,300-mile Atlantic crossing to the Azores which lie 900 miles west of Portugal. A week later we were nearing the halfway mark. The winds for the first week were awesome, allowing us to cover up to 170 miles per day with smooth seas.

On our seventh night into the voyage, everyone was in the cockpit savoring the great sailing. We were gliding along effortlessly at 7.5 knots on a beam reach with the stars starting to twinkle overhead, a small rain squall on the horizon — the only contrast to an otherwise perfect tradewind sunset.

During the second week, the fantastic sailing cooled off and we began alternating between sailing in light air and motoring in no wind, while dodging squalls. Luckily, our halfway party contained treats and surprises relieving the disappointment of losing the steady winds we'd grown accustomed to earlier. We finally seemed to establish the right fishing tackle and in a single day two gorgeous tuna went from swimming to being tucked into our sushi rolls.

The Azores

We made landfall at the Azores on Thursday July 13th, the 2,300 mile passage having taken just 15 days. The island of Flores was breathtakingly dramatic on our approach. Verdant green 2,500-foot cliffs with waterfalls, terraced paddocks extending up steep hillsides and

Is this place right out of a movie, or what? As this photo confirms, the village of Santa Cruz on Flores Island still has its old world charm.

small villages with white-washed buildings and red-tiled roofs made a stunning panorama.

We overheard on the VHF that the NE winds had caused several cruising boats to leave the normal anchorage behind the breakwater at Lajes as it had become extremely rolly and uncomfortable. Two had set sail for Horta, the next island in the chain, and three had chosen to anchor off the village of Faja Grande in the lee of the island. As we were keen to get ashore and do some exploring, we also chose Faja

Grande. Lying off the village, we found good protection, calm seas and fairly good holding on a rocky bottom, 35 feet deep. The water was clear and we could easily see the anchor hit the bottom, but it was full of jellyfish so we didn't spend long snorkeling after we'd checked that the anchor was set.

John and crewmember Miguel — who is Portuguese — dinghied ashore to call customs from the cafe overlooking the anchorage. Customs advised us there was no problem stopping at Faja Grande even though it is not a port of entry. They just asked that we visit Santa Cruz the next day to clear in formally (a 20-minute taxi

BVI TO IRELAND

ride away). While landing our crew ashore, a Guardia Nationale jeep pulled up and the officers waited for us to fill out the immigration and entry forms. These guys were efficient. They confirmed that we still needed to check in with the Policia Maritima (coast guard) in Santa Cruz the following day, and welcomed us to the Azores.

We celebrated our arrival over dinner at the cafe, part of a community-run operation that includes a campground, swimming pool, snack bar and free showers. After dinner we explored the historic village in the lingering evening light. Lining narrow cobblestone lanes, stone cottages nestled together proudly, displaying dates of 1850 to 1880, while their tiny walled gardens burst with flowers seeking admiration. Windows were open wide and inhabitants smiled and nodded as we glimpsed them through billowing lace curtains.

We learned that the island's population has dropped from 12,000 to 4,000 since the mid-1850's when many of the skilled boatsmen were hired on whaling ships based in New Bedford, Massachusetts. When asked if many emigrated to Portugal, the answer was, "No, we always look to the West, to the US and Canada." In fact, folks from the Azores migrated as far west as Hawaii, first as whalers, then as immigrants working on the ranches and in the cane fields.

The following day we took a taxi past spectacular mountain lakes, up into the clouds of the interior mountains and down along the striking windward coast-line to Santa Cruz. Another picturesque town greeted us. It's narrow streets radiated out from the town square and two huge cathedrals dominated the skyline

Customized Weather Forecasts for the Caribbean

Even before leaving Panama we knew of David Jones and after utilizing his weather reports for the Caribbean for several weeks, we were curious to meet this legendary weather guru. In 1993, David Jones, who had retired from PriceWaterhouse-Europe and was cruising the Caribbean with his wife Sally-Anne aboard their Mason 53 Misstine, started a SSB weather net. As the service matured into a full-time business the Joneses moved ashore on Tortola in 1996. A year ago Jones opened a shoreside office, The Caribbean Weather Center, conveniently located at Village Cay Marina.

Each morning Caribbean cruisers tune into Jones weather round up by Island groups broadcast on 8104 kHz at 12:30 UTC and on commercial radio stations, ZBVI Radio Tortola, every hour on the half hour, starting at 0730 and Laser 101FM in St. Marten at 0720 and 0800 local time. The local radio station weather read by Jones in his distinctive cheery British accent is sponsored by several local businesses including Pussers Rum. Precise and easily accessible weather information, particularly

during hurricane season when co-ordinates of cyclones and their predicted tracks are given, allows bareboat charterers to plan for comfortable day trips and safe anchorages.

Jones also provides customized interactive weather forecasting for cruisers sailing to, from or in the Caribbean. The charge for this customized weather routing ranges from \$25 for two days to \$125 per year. Jones handles more than 10,000 checkins annually and continues to expand.

Customized weather routing is particularly valuable for cruisers preparing to depart on passages, and Jones says the accuracy of his seven-day forecasts which come from a restricted-access U.S. Navy website is over 80%.

We were thankful for Jones' routing on the rugged upwind passage from the San Blas Islands to Tortola. He gave us key insights into surface currents, windshifts and even info on our landfall at Ponce. We also used his forecasts for our passage across the Atlantic to the Azores.

We found his book, The Concise Guide to Carib-

bean Weather, now in its third printing, to be very helpful for passage planning and understanding the dynamics of what causes the weather in the Caribbean. Particularly valuable is Jones' clear description of what tropical waves are, how and where they are formed and how underliably they affect the weather, not only in the Caribbean, but across the entire Atlantic. We closely watched the wind direction and speed as each tropical wave passed us this season in the Caribbean, and several times used the inevitable windshifts to our advantage. Jones says that during August and September gusts of up to 60 knots can be associated with the leading edge of tropical waves.

The Concise Guide to Caribbean Weather is available from www.caribwx.com as well as from the Armchair Sailor stores in Sausalito and Seattle and from Bluewater Books in Florida. Contact info: Caribbean Weather Center, P.O. Box 3069, Road Town, Tortola, British Virgin Islands. The website is: www.caribwx.com, e-mail: weather@caribwx.com, phone: (284) 494-7559; fax (284) 494-5358.

HOPPING THE POND

above a tiny harbor laced with beautiful wooden fishing boats pulled up on the landing. After clearing in with the coast guard, we bought a baguette and some local cheese and enjoyed an impromptu picnic under the harbor lighthouse.

Since our first date in 1994, Amanda had often talked about these islands that she had visited during trials for the Whitbread Round the World Race aboard Maiden and she was now thrilled to return. There were so many interesting sights to see. We learned that a visit to Lajes was a must as we had arrived during the Festival of the Emigrants, honoring those who had moved away then returned each year for the summer holidays. When visiting Lajes by taxi it became clear that the anchorage off the town was still very rough. Four of the yachts anchored there were moving around the island to join us at Faja Grande, while the other boats had apparently decided that being close to the festival was worth lying on an uncomfortable lee shore.

The town of Lajes is lobbying hard to extend the breakwater and build a marina so cruisers will be more comfortable and might extend their visits. To give you an idea of how hard the town is working to encourage cruiser visits, there are no charges for using the harbor and showers, and there is free internet access at

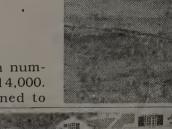
the town hall. The ultimate act of kindness toward cruisers was when the town council instituted a *free* laundry drop-off

service. They actually purchased machines and hired a woman just to do cruisers' laundry.

Thankfully, by Saturday the wind had started shifting to the SW, so we moved around to Lajes to enjoy the start of the festivities. The main road through town had been closed to cars, and stalls selling food and drinks were set up, as well as a huge exhibition tent and a restaurant tent. Shortly after a government-chartered ferryboat unloaded 750 passengers, multicol-

ored pup tents began popping up in the parks.

The celebration started at sunset with a marching band and a traditional dancing group parading down the street, then off to the main stage. There, bands and dance groups representing several different islands and villages entertained the crowd which numbered around 4,000.
We returned to





the boat at 2230, and at 0200 when our tired crew returned, they said things were really starting to take off. We advised our crew



that in order to make use of the favorable winds we would be leaving the next day at noon for an overnight, 123-mile passage to the town of Horta on the island of Faial.

• 7/16/00 — Winds: SW 20-25; Close reaching @ 7.6 knots

Our favorable weather did not hold and we kept tucking in reefs and reducing the headsail. Eventually, the winds were gusting to 30 knots. We had planned our departure so that at 7 knots we would made landfall at Horta after daylight, but Mahina Tiare really wanted to be sailing at 9 knots! The barometer had dropped 8 millibars in 24 hours and we eagerly awaited the arrival of the scheduled morning weatherfax chart. We were eager to know when the cold front that was generating the first rain and squally weather we'd seen all year was going to pass. We reasoned that its passing would bring clearer skies and a distinct wind shift. The strong Azores high pressure cell that had been holding off a cold front packing gale force winds for the past 12 days had finally broken the high in half, forcing its way toward Europe.

Overall, we'd had excellent weather since leaving the BVI and we really enjoyed David Jones' custom weather forecasts over the SSB radio each morning.

Horta: Things to Know Before You Go

Located just past halfway between the East Coat of North America and Europe, the Azores has been a favorite stop for sailors since the days when whaling ships from Boston would fill the harbors. In 1895 Joshua Slocum stopped in Horta on Faial Island and mentions the hospitality shown him by the grandfather of Cafe Sport's current owner, Jose Azevado Cafe Sport (www.ciberacores.pt/petercafesport) is so popular today as a bar, gift shop, scrimshaw museum and base for whale watching tours that finding one's mail or faxes can be difficult and frustrating. Jose Azevado and his son—of the same name—do their best to help cruisers, but there is another option for the 1,300 boats stopping in Horta each season.

In 1988, Duncan Sweet and his wife Ruth were looking for a change of pace from skippering large sailboats, so they bought a fixer-upper house on Faial. A few years later they started Mid Atlantic Yacht Services which caters to the increasing number of yachts visiting Horta. Conveniently located across the street from the manna, their original service was telephone connections for sailors. Now, with easier communications, their most requested service is autopilot repair, followed by electronics repair, and trouble shooting on charging and fuel systems (MAYS is an Authohelm-Raytheon and Navico authorized service center).

Duncan reports that the nationality of boats vislting Horta is fairly evenly spread between British, French, German, North American and Scandinavian, with nearly all of the boats arriving from the Caribbean or Florida, many via Bermuda. Over the past years MAYS has noticed that yachts are becoming more sophisticated, with the owners knowing less and less about their onboard systems. Many of the failures they see with onboard gear are the result of undersized equipment, poor insiallation and lack of maintenance. "We sometimes have owners asking us to show them how to do an ell change, and replace their fuel filters," says Duncan. "I'm not sure how they've survived until now."

Besides repair services, we found their fax and mail service to be timely and easy to access. Their chandlery offered a surprising selection of replacement parts and marine supplies, charts and cruising guides. We were pleased to be able to purchase landfall charts for Ireland and to trade books at their used book exchange. Mid Atlantic Yacht Services will also help with ordering and clearing parts through customs, provide maps and information on services in Horta, fill propane tanks, arrange car rental, assist with crew placement, and even help with provisioning if you've totally run out of time.

Presently, they are caretaking several boats whose owners have flown home. The mild climate, absence of hurricanes, protected harbor with reasonably-priced moorage and efficient air connections make Horta an excellent place to leave a boat if you have to fly home for a few weeks or months.

Email: mays@mail.telepac.pt, fax: 351-292-391656; tel.351-292-391616.

We used US charts 51002, 51041, 51062 and British chart 1956 for the Azores, along with Jimmy Cornell's Azores Cruising Guide.

- BVI TO IRELAND



Spread: "Come swimming John, there aren't any sharks in the mid-Atlantic!" Left inset: Cafe Sport overlooks the Horta waterfront. Right inset: Graciosa is green, lush and alluring.

We were forever comparing his forecasts to the weatherfax charts that keep popping out of our Furuno weatherfax and to actual conditions and found that Jones was uncannily accurate.

We arrived in Horta Marina to see boats rafted three-deep along the breakwater. Nevertheless, we had no problem rafting up in front of the Harbormaster's office to clear customs and top up fuel and water. The harbormaster told us that we were the 1215th boat of the year to check in,

Linda, an expedition crewmember, attaches a Galerider drogue to a warp of line during a heavy weather practice session.

and that most of the yachts arrived in a four-month period, of which we were approaching the end. She gave us maps of the marina and island, marking the

port-operated showers, laundry and restaurant facilities, as well as the place where we should raft up. We ended up in a great spot, near the end of the breakwater with a fabulous view of Pico Island's volcanic cone on one side and the picturesque harborfront buildings on the other. It was easy to see why this is one of Amanda's favorite harbors in the world.

Horta has long been famous for the names and designs hand-painted on the

wall by the crews of visiting ships and yachts. Amanda was delighted to find the 12-year-old names of *Maiden* (her Whitbread boat) and *Taitoa* (her parents' boat) still visible on the breakwater wall and got right into touching up the faded paint.

On our morning runs we explored town and were drawn to a group of old buildings in Puerto Pim, the next bay around from the yacht harbor, where a crew of 30 guys was busily restoring

them. We didn't plan on going inside since there was a lot of construction going on, but as soon as we peered in the huge front doors, an older man asked in broken English if we'd like to look around. He explained that this was a whale processing plant, closed for 25 years, but was now being transformed into a museum. Inside. an old friend of his who had worked in the factory for many years joined us. Together they explained the fascinating collection of machinery used to extract the oil and turn the whale meat and bones into chicken feed. These old guys were delighted to share their stories; they told us of their lives as whalers, about going far offshore in seven-man open sailing/rowing boats and the dangers involved. Beneath their hats, their wrinkled, smiling faces — with eyes that both laughed and cried — displayed pride in the history and heritage they could now share.

Having completed most of our shoreside chores we anchored off the town for the remainder of the week where we

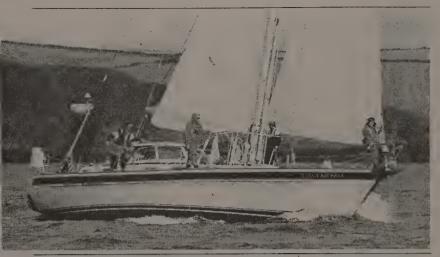
could see the lights going up for Mar Semana, or Sea Week, the festival of sailing races and music held the first week in August.

Graciosa

The Azores High that had 'gone walkabout' for many weeks reestablished itself the first day in August, as our new crew joined us in Horta. We had an excellent 96-hour forecast from National Weather Service weatherfax station NMF, received over our Furuno weatherfax (on 91 LOkHz) and decided to stop at Graciosa Island, 45 miles from Horta, enroute to Ireland.

The second smallest of the nine islands, Graciosa has a new breakwater at Praia providing a fairly good anchorage off the town's attractive swimming beach. Exploring the narrow streets we followed the sound of music and happened upon the town band practice. Band members, ranging from a kid whose french horn was almost bigger than he was, to what looked

HOPPING THE POND



'Mahina Tiare' blasts along the Irish coast. Even in summer there's certainly no guarantee of clear weather in those isles, but this crew lucked out.

like an 80-year-old farmer on the cymbals, were having a blast. When they saw the eight of us enter the community hall, they straightened up in their seats and, eager to have an audience, sent someone down from the stage to offer us chairs.

The music was great and their enthusiasm was contagious. The Azores are famous for their town bands, and concert fundraisers are big events which raise money to purchase more instruments and music, and to travel to performances on other islands.

We rented a tiny car, the only one available, and our other four crew-members piled into a cab for an island tour. Memorable sights along the way were spectacular sea cliffs with crashing breakers below, horsedrawn carts and miles of vine-

yards and cornfields. One of the highlights was a visit to a huge volcano. We hiked into its caldera and had a picnic lunch. Next we spiraled down 182 steps into a giant underground cavern and lake formed by lava tubes. Mud pots bubbled

like at Rotorua, New Zealand, and the lake gave off wicked sulfuric odors, making Amanda feel homesick.

Dinner was at the town's only restaurant, outside, in 80 degree weather. None of us wanted our late evening stroll to end.

Amanda stopped to inquire about the crochet work two women were doing by an open window. We had a pleasant time, hearing how much one of the women, who had moved to Boston as a child, enjoyed coming back for three months each summer. Homes and cars had the keys in the locks, everyone smiled or nodded as we walked by, and it seemed that most of the

the harbor. We didn't see or hear a single television. Two girls who looked about ter years old sat alone on a park bench in the town square, reading a book togethe at 10 pm. We marveled at how time had stopped on this magical island.

• 8/5/00

We expected a rough passage to Ire land and practiced heaving-to and tow ing a Galerider drogue on our first day a sea. Instead, we had surprisingly mellow conditions with 10-15 knot winds alway abaft the beam, which allowed us to sa 168 and 153 miles noon-to-noon on ou first two days. We saw lots of dolphins whales, turtles, ships, and had two great mid-ocean swims in surprisingly warm water. We heard three Concorde soni booms, got our first sun shot within 2.5 miles of the GPS and had some amazin sunsets. The only thing missing was fresly



Picturesque and peaceful, the Kinsale Yacht Club is a dominant feature in the town harbor. Ashore, cozy pubs beckon.

townspeople — from the youngest to oldest — were out walking, chatting with neighbors, or just sitting looking out over

fish as we didn't catch a single fish dur ing the crossing.

Kinsale

The last few hundred miles to Irelan whizzed by when the wind moved aft an





- BVI TO IRELAND

piped up to 30 knots — just the type of sailing this crew was after! They relished the heavy air, reefing and steering with fierce competition to see *MT* perform. Nikki hit 9.5 kts with ease, not even stirring John from his bunk to suggest another reef. On the backside of this quick cold front the winds grew light and the sky patchy with fog and drizzle, but crew spirits ran high.

Our choice of ports of entry where we might clear into Ireland included Bantry Bay, Baltimore, Kinsale and Crosshaven (at the entrance of Cork Harbour). Because of the excellent winds and a crew attentive to sail trim, we were arriving early, having sailed 1,250 miles in 7 days, and Kinsale looked like the best option or landfall in terms of daylight and tide.

We chose Imray charts — a private British chartmaker — for Ireland and Scotland. They're cheaper than British Admiralty charts for the same coverage and each chart has up to a dozen detailed nset harbour charts plus valuable tidal tream diagrams. (We used Imray C56 & 57 for landfall and C55, C54 & C53 for

Ireland's West Coast to Scotland.) In addition we had the British Charts on MaxSea CD's and were busy learning their program which differs from the Nobeltec/Maptech charts that we'd used to date.

Arriving at Kinsale, we sailed into a narrowing natural harbor through headlands dominated by im-

pressive stone fortresses. The harbor quickly became a river and we glided past colorful houses nestled in Summer Cove, rounding a bend to view a picturesque town with an 11th century cathedral perched above the marina. Kinsale Yacht Club's visitor dock was chocka, so we passed it and tied up at Sail Ireland's fuel dock next door. The manager was sitting with the yacht club harbormaster, tipping

Crosshaven North Sea

back some Irish ale. He offered to call customs for us and said we were welcome to stay where we were for the night. Billy, the Kinsale Yacht Club harbormaster, was competing for our moorage and said he'd make room for us as his marina had better showers.

Kinsale is fun, but making a decision on where eat and drink in this lively town dubbed "the gourmet capital of Ireland"

FRENCH POLYNESIA



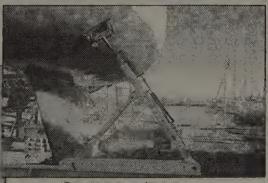
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HOPPING THE POND

is a challenge, as it seems every building is either a restaurant or a pub with live Irish music. Our crew was out until the wee hours tapping to the tunes and sampling the brews as sailors are known to do. The following day Amanda and crew serviced winches during their class session, then spent the rest of the day on a historical walking tour of the town, including exploring Charles Fort.

Saturday brought sunshine and a following breeze for our 30-mile passage east along the coast to Crosshaven Harbor and the town of Cork.

Crosshaven

Navigating the narrow Crosshaven channel on a busy Saturday jammed with boats heading out to race, we carefully piloted MT into the Royal Cork Yacht Club docks. Started in 1720, the Royal Cork (www.royalcork.com) is the world's oldest yacht club and probably one of the most active and friendly. The staff looked shell-shocked and explained that they had recently hosted Cork Race Week with 600 boats and thousands of international sailors. We found lots of empty berths, only two visiting cruising boats and the



When they're doing a blue-water passage, John and Amanda feel right at home — and they love sharing the experience with others.

quaint little village of Crosshaven ashore.

Our keen crew took us out for a tasty farewell dinner, then stayed out until the wee hours listening to music. They had expected to hear traditional Irish music, but the open mike evening produced a line of guys crooning Glen Campbell and Neil Diamond tunes, with the entire pub singing along.

During the next week we completed our turnaround projects and had a blast exploring the coastline of southeast Ireland by rental car. We enjoyed meeting up with Beth Leonard and Evans Starzinger on their new 47' aluminum cutter, Hawk. They had just returned from Scotland and were able to complete our local knowledge and must-see lists as we were heading that way. In the coming weeks, we looked forward to exploring northwest Ireland, many parts of Scotland, the Hebrides and Orkney Islands and Norway. But we'll leave those tales for another day.

— john neal and amanda swan neal mahina tiare

Ed. note — We'll try to bring you more of John and Amanda's adventures in the coming months. In the meantime, you can learn more about Mahina Expeditions by logging on to www.mahina.com. The globetrotting couple will also be lecturing at Pacific Sail Expo in April.

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THE RACING

With reports this month on the 2000 Rolex Yachties of the Year; the charmed BYC/MYCO Midwinters; the mellow OYC Sunday Brunch Series; the low-key Sausalito YC Midwinters; the fun SSS Three Bridge Fiasco 'non-race'; the Alameda YC Estuary Midwinters; the Miami OCR for Olympic aspirants; the Encinal YC Midwinters, the hard-luck Corinthian YC Midwinters; and the usual cluster of race notes at the end.

Yachtspeople of the Year

To absolutely no one's surprise, a pair of San Diegans - Mark Reynolds and J.J. Isler - were named 2000 Rolex Yachtsman and Yachtswoman of the Year at a lunch ceremony at the New York YC on February 9. What came as a pleasant surprise, however, was that their crews — Magnus Liljedahl and Pease Glaser also shared the prestigious awards, which recognize outstanding on-the-water achievement by an American in the calendar year just past. All four sailors received equal honors, meaning that for the first time four Rolex watches were presented (Submariners for the men. Oyster Lady Datejusts for the women).

Reynolds, a 45-year-old sailmaker from San Diego, and Liljedahl, his 46-year-old

Brad Read, and Jonathan and Charlie McKee—•though, like the first America's Cup back in 1851, there really was no second this year.

"It was a long time coming," said Reynolds, who, along with Brun, has been a perennial runner-up in the Rolex sweepstakes. "What means the most to me is to be on the list with so many other great sailors such as Dennis Conner, Lowell North, Buddy Melges and Bill Buchan. It's nice to be recognized by the yachting public this way, by winning an award with so much weight and tradition to it."

For 37-year-old J.J. Isler, winning a Rolex is nothing new — previously, she was top Yachtswoman in '86, '91 and '97. She and Glaser, a 39-year-old Ullman Sails employee from Long Brach, earned



From left: Magnus Llljedahl, Pease Glaser, Rolex CEO Walter Fischer, JJ Isler and Mark Reynolds.

Miami-based crew, earned their Rolexes for their long and impressive string of victories in the Star class, including the Worlds and a gold medal in the Olympics — a rare combination in one year. The rest of the Rolex 'short list' this time consisted of Vince Brun, Paul Foerster/Bob Merrick,

their timepieces on the strength of their Olympic silver medal in the 470 class — like Reynolds and Liljedahl, they rose to the occasion under tremendous pressure on the last day. Isler and Glaser easily topped a 'short list' made up of Lanee Butler, Carol Cronin and Dawn Riley.

"Winning for our Olympic effort is very special because there were so many unexpected successes in our campaign,



and this is yet another surprise," said Isler, a mother of two young girls as well as an author (*Sailing For Dummies*). "It's also a huge honor to be able to share the award with Pease."

The similarities between Reynolds and Isler are uncanny — both are members of San Diego YC, both are longtime Olympic campaigners who took new crew to 'The Show', both battled back from behind to earn their latest Olympic medals (Reynolds previously struck gold in '92 and silver in '88, while Isler earned a bronze in '92). Based on personal observation, as well as public opinion, we can also say they are two of the nicest people ever to win Rolex honors — the kind of wholesome folks you want on the sailing Wheaties Box, should there ever be one.

Our congratulations to both Mark and J.J., as well as Magnus and Pease. To the rest of this year's Rolex nominees, well, there's always next year.

SHEET



The new Sydney 38 'Fair Dinkum' took overall honors at the CYC Midwinters. Inset, big winners Henrik Hartz (left) and Carl Nelson.

Corinthian YC Midwinters

"We're due for a perfect weekend!" predicted Corinthian YC Midwinter race chairman Mark Thompson in last month's Latitude. After January's wind-starved debacle, it seemed that this series had only one way to go for their second and final weekend of racing on February 17-18. Ironically, disaster struck again —this time in the form of inclement weather and a freakish accident which effectively shut the CYC clubhouse down most of the weekend. "Our midwinters were totally cursed this year," moaned Thompson. "What else could have gone wrong?"

At least most of the 86 boats in attendance were able to finish both races, though it involved a certain amount of patience on Sunday. About half the fleet pulled the plug too early in that race, as

the wind died and rain was threatening. A rain squall eventually brought wind, and everyone who stuck it out managed to finish. One boat, the Ericson 35 Zoom, had to be rescued after hitting the rocks off Yellow Bluff.

The weekend got off to a strange start on Saturday morning when an 'excavator' vehicle tipped over on a construction site on the ledge directly above the club, dumping a load of lumber down the side of the hill. The vehicle hung precariously on the side of the site, and fortunately no one was injured. Cops, firemen and media soon showed up, and the parking lot (the normal access to the club) was closed for almost 24 hours. "It put a major damper on the party that night," said Thompson, noting that bar and galley sales were way off due to the bizarre mishap.

In addition to the overall class winners (which we will publish next month), three special awards were presented in the upstairs ball room on Sunday afternoon. The Aotea Team Trophy, which unfortunately only attracted four entries this year, was won by 'The Corinthian Curmudgeons' (Smogen II, Tension II, and Sockeye, which never raced once!). The subjective award for Best Performance was presented to Carl Nelson's new Sydney 38 Fair Dinkum, which topped the competitive 13-boat Class A group in her racing debut. Another subjective award, the CYC Best Racer Trophy, went to clubmember Henrik Hartz, a paraplegic sailor who did a nice job of doublehanding the Santana 22 Nirvana.

Sunday's regatta also marked the Express 37 Re-Quest's last sail on the Bay, as she was shipped from Anderson's Boat Yard to her new home in Seattle the following weekend. Fittingly, Glenn Isaacson and crew not only crushed their small one design class that day — they were the first boat in the entire fleet to finish!

Combined results of the second weekend's racing follow:

DIV. A (0-72) — 1) Mssr. Magoo, J/120, Steve Madeira, 7 points; 2) (tie) Fair Dinkum, Sydney 38, Carl Nelson, and Kokopelli, SC 40, Kevin Rooney, 10.75; 4) (tie) Astra, Farr 40, Mary Coleman, and Ultra Nectar, 11:Metre, Ben Wells, 13. (13 boats)

EXPRESS 37 — 1) Elan, Bill Riess, 2.75 points; 2) Re-Quest, Glenn Isaacson, 5.75. (5 boats)

J/105 — 1) Bella Rosa, Dave Tambellini/Tim Russell, 1.5 points; 2) Irrational Again, Jaren Leet, 4; 3) Juxtapose, Dick Watts/Tom Thayer, 6; 4) Orlon, Gary Kneeland, 10; 5) Pippin, David Owen, 5. (13 boats)

DIV. D (73-108) — 1) Navigator, Soverel 33, The Melbostads, 1.5 points; 2) Petard, Farr 36, Keith Buck, 4; 3) Tigger, J/33, Fennell/Fridell, 7; 4) Basic InstInct, Elliott 10.5, Jan Borgseon, 13; 5) Razzberries, Olson 34, Bruce Nesbit, 14. (12 boats)

DIV. E (109-150) — 1) Silkye, WylieCat 30, John Skinner, 3.75 points; 2) Tortuga, Santana 30/30, Stephen Hutchinson, 4.75 points; 3) Ixxls, Olson 911-S, Ed Durbin, 5; 4) Frenzy, Moore 24, The Woodrums, 10; 5) Breakout, Santana 35, Lloyd Ritchey, 11. (15 boats)

EXPRESS 27 — 1) Geronimo, Steve Carroll, 3.75 points; 2) Desperado, Mike Bruzzone, 4. (4 boats)

DIV. G (151-182) --- 1) Barking Dog, Olson 25,



Jeffrey Kroeber, 3.75 points; 2) Sorcerer, C&C Half Ton, Greg Cody, 5 points; 3) Ruckus, Newport 30, Paul Von Wiedenfield, 7; 4) Trigger Happy Ex, Star, Trygve Liljestrand, 7.75; 5) Half Fast, Merit 25, Bill Schwob, 11. (12 boats)

DIV. I (183-up) — 1) Synergizer, Ericson 28, John Riley, and After Five, Catalina 27, David Opheim, 5.75 points. (5 boats)

NON-SPINNAKER I (0-150) — 1) Smogen II, Custom 36, Julle LeVicki, 2.75 points; 2) Gammon, Tartan Ten, Jeff Hutter 5.75. (4 boats)

NON-SPINNAKER II (151-up) — 1) Roeboat,

Catalina 30, Rod Decker, 3.75 points; 2) **Tension** II, Cal 20, John Nooteboom, 7.75; 3) **Amanda**, Newport 30, Pat Broderick, 9. (8 boats)

KNARR — 1) **Peer Gynt**, Jim Skaar, 3.75 points. (2 boats)

DIV. L (shorthanded) — 1) Nirvana, Santana 22, Henrik Hartz, 3.75 points; 2) Mirage, Black Soo, Ben Mewes, 5.75. (3 boats)

OYC Sunday Brunch Series

This has been the 'season of light winds' for Oakland YC's Sunday Brunch

Series, even causing an abandonment (the first race in January) for the first time in several years. A two-race day on February 18 brought more of the same. For the first race, the sky threatened, the course was reversed (starting inland), and the tide was against the fleet. At least the wind stayed out of the argument. Given these conditions, if you weren't near the line and moving when the gun sounded, it was very unpleasant.



The second race started in somewhat better winds that quickly died to almost ilch. The best strategy here was to be a ittle lucky. Depending on your point of iew, there were exhilarating or deadly limes when one could sail right through everal boats who were sitting just 25 ards above or below. Fortunately, the find held long enough so that only a few oats DNFed.

The Estuary is very challenging for

Still life on the Oakland Estuary — scenes from OYC's Sunday Brunch Series on February 18. All pictures Latitude/rob.

those who love tactical racing. The winds are variable and always favor one side or the other in different conditions. Even in steadier winds, the geometry calls for a fair amount of tacking — kind of like Cityfront racing in slow motion. In a 4.5-mile course there are generally two spinnaker sets and all kinds of opportunities

to make mistakes, including a hungry leeward day mark that loves to eat standing rigging. Long before it became fashionable, Estuary racers were already doing only windward/leeward courses. (Admittedly, its hard to put a reaching leg through Jack London Square.)

This is the eleventh year for the Brunch Series. In 1990, Anita and Ted Mattson (Snow Goose) and Denis Mahoney (Irish Lady) decided that, per Monty Python,

THE RACING

something completely new and different was needed in winter racing. They came up with the idea to race every other week for five Sundays starting in January, after the busy holiday season. Other Estuary denizens were invited to join in the fun to create a low-key, interclub series. OYC already had a Sunday Brunch tradition that provided the platform for the pre- and aprés-race lie telling. From that first dozen boats or so, the series now has grown to 58 participants.

The Brunch Series concludes on March 4. Results of the four races to date (with one throwout factored in) follow.

— george gurrola

FLEET A (multihulls) — 1) Sea Bird, F-27, Rich Holden, 2.25 points; 2) Three Sigma, F-27, Chris Harvey, 4.75; 3) Mindbender, Chris Sunberg, custom Farrier, 9. (6 boats)

FLEET B (145 and under) — 1) **Don Miguel**, Melges 24, Mike Rettie, 2.25 points; 2) **Rocinante**, Express 34, Rob Magoon, 9; 3) **Logical Switch**, Express 37, Fred Joyce, 11. (11 boats)

FLEET C (sportboats, 146-173) — 1) #124, Moore 24, Tom Wondolleck, 2.25 points; 2) **Double Agent**, Merit 25, Robin Ollivier, 5.75; 3) **Intrepid**, Olson 25, Darcel Sloane, 8. (7 boats)

FLEET D (Columbia 5.5) — 1) **Drummer**, Weaver/Sankey/Sadeg, 3.5 points; 2) **Maverik**, Doyle Sails/Bill Columbo, 5.75; 3) **Wings**, Mike Jackson, 6.75. (10 boats)

FLEET E (30 ft. racer/cruisers) — 1) Snow Goose, Santana 30, Ted Mattson, 2.25 points; 2) Annie, Cal 29, Steve Zevanove, 6; 3) Popeye & I, Cal 9.2, Rui Luis, 8. (12 boats)

sailing skills in Sausalito YC's third midwinter race. Given the skimpy wind (a 5-10 knot northeasterly) and big ebb, the race committee wisely opted to start the race at their inshore location, Sausalito Channel Marker #2. All divisions took off downwind to Little Harding, followed by a reach to an inflatable off the Sausalito waterfront (under Hurricane Gulch), and a short beat to the finish. Spinnaker boats went around the 2.8-mile course twice, non-spinnaker boats were sent in after one lap.

"The smart guys headed to Angel Island first, taking a Great Circle route to Little Harding," noted race chairman Andy Eggler. "If you went straight at the mark, you got flushed out the Gate."

There are two races left in the SYC Midwinters: March 4, and a make-up race on April 1 (to compensate for the abandoned race on January 7).

BIG SPINNAKER — 1) Razzberries, Olson 34, Bruce Nesbit; 2) Joker, J/35, Gordon Smith; 3) Picaroon, Santana 35, Mike Melin/Fred Hodgson. (6 boats)

LITTLE SPINNAKER — 1) **Breakaway**, J/30, Dale Mead; 2) **Chorus**, Kettenburg 38, Peter English; 3) **Gammon**, Tartan Ten, Jeff Hutter. (8 boats)

BIG NON-SPINNAKER — 1) True North, C&C 37, Jeff Dunnavant; 2) Amanda, Newport 30, Pat Broderick; 3) Basic Instinct, Elliott 10.5, Jan Borjeson. (6 boats)

LITTLE NON-SPINNAKER — 1) Roeboat, Catalina 30, Rod Decker; 2) California Girl, Ranger 23, Walt Mahoney. (4 boats)



23, Bruce Baker, 4.75 points; 2) Lickety-Split, Ariel, Joe Antos, 6.75; 3) Pathfinder, Ariel, Ernie Rideout/Ed Ekers, 7.5. (9 boats)

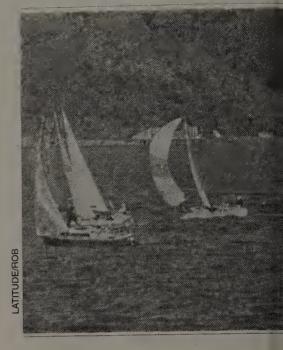
Sausalito YC Midwinters

Twenty-four boats ventured out on Sunday, February 4, to test their light air

GGYC Midwinter non-action: — 'Aquavit' crew Andrew Whittome seems to be asking, "What the #@&* are we doing out here?" See 'Race Notes'.

SSS Three Bridge Fiasco

Almost 200 boats started a right and proper Fiasco on January 27. The goal was simple — start at Golden Gate YC,



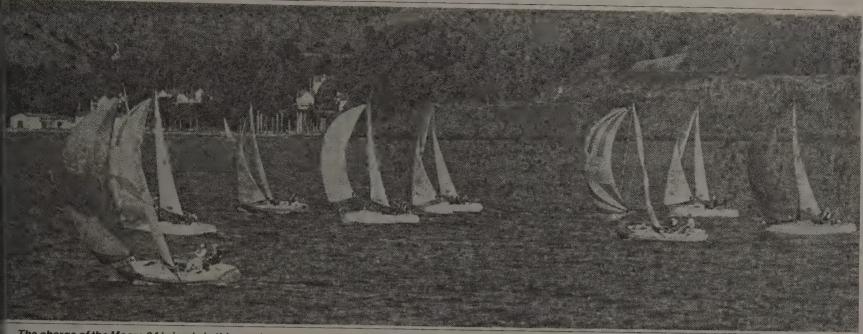
get around three points in the Bay (Blackaller Buoy, Red Rock and Treasure Island) and return to the GGYC. The tricky part is deciding what to do: you can go around in any order, any direction, no holds barred in this PHRF pursuit race.

Boats going clockwise did a horizon job on those going the other way — and I'm not aware of anyone that took off for Red Rock directly. Going to T.I. early (the counterclockwise approach) was not a good thing as a huge wind hole waited at the Bay Bridge, ensnaring boats with the incoming flood.

The Ericson 35 Krissy went one better and banged into a Bay Bridge piling, resulting in a harried sequence of hitting wood, snagging the kite, jumping onto the piles to fend off, unsnagging the kite, jumping back onboard and continuing their drift. They radioed the Race Committee: "Umm, we just hit the Bay Bridge. Are we out of the race?" The RC responded: "No, the Bridge is not a mark of the course, you can continue racing." And off they went.

In a brisk northerly, going clockwise from Blackaller to Red Rock proved the way to go, with the early starters (9:30 a.m. was the first gun) enjoying the best wind. Later starters — such as my *Tiger Beetle*, which started at 10:46:12 — saw diminishing wind and never did catch the smaller boats. A peak of 18 knots under the Gate saw a few round-ups and good speed through Raccoon Strait en route to Red Rock. (One unnamed boat performed a complete 360° when the jib backed in the shifty breeze.)

Spinnakers went up for the sunny ride to T.1., with light-air gybing around Richmond and Berkeley Piers. The wind finally died down to zephyrs at the finish, leaving half the fleet moving towards the GGYC finish line on only the 2.3-knot ebb



The charge of the Moore 24 brigade in this year's controversial Three Bridge Fiasco.

I would like to publicly apologize to the beautiful Farr 40 *Astra* — we did not intend to bump, though we did fetch our fenders just in case.

This race was the fastest in the last ten years. A big round of applause to all who did well, and especially to our 'last to finish' award, who said at his presentation (from under his brown paper bag), "I'm glad you're all so much better than I am. Thanks!"

The race became a true Fiasco after pro sailor Dee Smith, who was sailing the Mumm 30 Pegasus with Jon 'Gundy' Gunderson, protested the RC for changing the Racing Rules improperly. Dee was concerned about being penalized 20 minutes for crossing the starting line before his start, which dropped Pegasus from third overall to 22nd. It turns out Dee was right — the SIs were in error (actually in several places), but rather than give Dee his 20 minutes back, the Race Committee simply decided to 'abandon' the race. The US Sailing and ISAF judges who read his protest were amazed at our SIs ("How can you have such a weird race?"), as well as Dee's decision to protest them. Appendix R was suggested as one solution.

Fortunately, nobody seemed to mind too much at the 'non-race' trophy presentation. I can't wait for next year!

- rob maçfarlane

DH-I (multihull) — 1) Three Sigma, F-27, Chris Harvey/Rich Holden; 2) Spay/Neuter, Hobie 20, George McKay/Kevin Thompson; 3) Freedom, C-Class Cat, Bill Erkelens/Skip Elliott; 4) Devoras, Kantola 38, Robert Naber/Chris Sundberg; 5) Bustet, Hobie 20, Kit Wiegman/Mark Lewis. (12 boats)

DH-II (129 and under) — 1) Punk Dolphin, Wylie 39, Jonathan Livingston/Capt. Grubler; 2) Red Sky, Olson 34, Brian Boschma/Nathan Bossett; 3) Harp, Catalina 38, Mike Mannix/Linda Farabee; 4)

Annalise, Wylie 34 custom, Paul Altman/Eric Altman; 5) Azure, Jeanneau 36, Rodney Pimentel/Ted Floyd; 6) Scoop, Wylie 34, Michael Clarke/Phyllis Croswhite; 7) Bumpy, C&C 35 Mk. II, Rich Wideman/Jim Cooper. (18 boats)

DH-III (130-168) — 1) Chesapeake, Merit 25, Jim Fair/Cindy Norman; 2) Silkye, WylieCat 30, John Skinner/John Selbach; 3) Uno, WylieCat 30, Steve Wonner/Bren Meyer; 4) Triumph, WylieCat 30, Jake Cartwright/Steve Seal; 5) Borderline, Olson 911-SE, Bill & Jane Charron; 6) Strike Slip, Merit 25, Max Crittenden/Roger Schmidt; 7) Quickie, Capri 25, Will Matievich/unknown; 8) Gaucho, CS 30, Mark Van Selst/Tom Bliss; 9) Sonata, Lapworth 30, Donn Weaver/Mark Block; 10) Kelika, Hunter 33.5, Michael Weaver/Paul Goetz. (24 boats)

DH-IV (169 and over) — 1) Tchoupitoulas, Santana 22, Stephen Buckingham/F.J. Bolger; 2) Emerald, Yankee 30, Peter Jones/Jim Leech; 3) Shazam!, Santana 22, Bud Sandkulla/Lynn Williams; 4) Star Ranger, Ranger 26, Simon James/Jim Burns; 5) Joanna, Irwin 30, Martin Jemo/Charles Hostetter; 6) Too Cool, Capri 22, Bill Dalton/Charlie Gieseler; 7) Blue Streak, Ericson 32, Brian Lewis/George Cassidy; 8) Y-Knot, Cal 29, Jeff Zender/Shawn Westerhoff; 9) Flying Cloud, Ranger 23, Bruce Baker/unknown; 10) Tenaya, Ranger 23, Ron Wizelman/Allen Barth. (23 boats)

DH-V (non-spinnaker) — 1) Tackful, Santana 22, Cathy Stierhoff/Frank Lawler; 2) Coyote, Beneteau 40, Peter Cullum/Craig Machado; 3) Patriot, Yamaha 33, David Opheim/Lesa Kinney; 4) Westerly, Westsail 39, Steve Wilson/Gordon Reese; 5) Leilani Too, Catalina 36, Jay Capell/Steve Mason. (11 boats)

EXPRESS 27 — 1) Frog in French, Kame Richards/Aimee Hess; 2) Shenanigans, Bill Moore/ Jim Robbins; 3) Opus, Huw Roberts/unknown; 4) Wile E. Coyote, Dan Pruzan/Charlie Hart; 5) Salty Hotel, David Rasmussen/Phil Krazher. (12 boats)

EXPRESS 37 — 1) Sally Ann, Mike Franchetti/ Jock Rystrom; 2) Expeditious, Bartz Schneider/Rhett Smith; 3) Elan, Bill Riess/John Kernot. (5 boats)

J/105 — 1) **Joyride**, Bill Hoehler/Harry Blake; 2) **20/20**, Phil Gardner/Rick Hughes; 3) **Kookaburra**, Craig Mudge/Richard Burton. (5 boats)

MOORE 24 — 1) **Gruntled**, Bart & Becky Hackworth; 2) **Mooregasm**, Chris Watts/Dave Josselyn; 3) **Morphine**, Brad Butler/Paul Faget; 4) **Mercedes**, Joel Verutti/Bob Rynd; 5) **Free Fall**, Fred Cox/David Feig; 6) **Snafu-U**, Mark Berryman/Tom Conerly; 7) **Ngelew Fejj**, Shana Rosenfeld/Peter

Phelan; 8) Vu Ja De, Bob Sutton/Bruce Heckman; 9) Hot Rod Lincoln, Charles Witcher/Sherron Hart; 10) Wet Spot, Mlke O'Callaghan/John Verdoia; 11) Csardas, Judy & Torben Bentsen; 12) Gorgeous, Bernadette Bosinger/Pepe Parsons. (26 boats)

DH-ULDB — 1) Summertime, Moore 24 prototype, Dennis Bassano/Mark Golsh; 2) Kwazy, Wabbit, Colin Moore/Glen Garfein; 3) Baleineau, Olson 25, Charlie Brochard/Jeff Nelson; 4) Talisman Banana, J/22, Gary & David Albright; 5) Sleeping Dragon, Hobie 33, Mark Halman/Bob Fricke; 6) Harry Anstrom, Wabbit, Andy Hamilton/Pete Rowland; 7) E.T., Antrim 27, Liz Baylis/Todd Hedin; 8) SUV, Melges 24, David Wadbrook/John Rook; 9) Pegasus, Mumm 30, Dee Smith/John Gunderson; 10) Moonshine, Dogpatch 26, R.B. Ward/Gordy Nash; 11) Smokin', Melges 24, Kevin Clark/Jay Perry. (25 boats)

SH-I (multihull) — 1) Fujimo, F-31, Gary Helms. (1 boat)

SH-II (129 and under) — 1) Razzberries, Olson 34, Bruce Nesbit; 2) Na Na, Saga 43, Dwight Odom. (3 boats)

SH-III (130-168) — 1) **Katzenjammer**, WylieCat 30, Dan Mills. (2 boats)

SH-IV (169 and over) — 1) Chelonia, Yankee 30, Ed Ruszel. (3 boats)

SH-V (non-spinnaker) — 1) Goose II, Nordic Folkboat, Bud Cohen; 2) Starship, Cat. 27, Mike Carnall; 3) Patience, Ranger 23-T, John Baier. (5 boats)

SH-ULDB — 1) Starbuck, Black Soo, Greg Nelson; 2) Polar Bear, Antrim 27, Richard Ray; 3) Alchemy, Olson 25, Joe Kitterman; 4) Mirage, Black Soo, Ben Mewes. (10 boats)

DOUBLEHANDED OVERALL — 1) Summertime; 2) Kwazy; 3) Chesapeake; 4) Punk Dolphin; 5) Gruntled; 6) Silkye; 7) Moorgasm; 8) Baleineau; 9) Talisman Banana; 10) Frog in French. (161)

SINGLEHANDED OVERALL — 1) Chelonia; 2) Starbuck; 3) Polar Bear; 4) Katzenjammer; 5) Razzberries. (24 boats)

Full results at www.sfbaysss.org

3BF — The View From the Front

As usual, Mark (Golsh) and I took Summertime to the St. Francis YC on Friday, set it up and put it in the water. Doing this allows us to sleep in and have a leisurely breakfast before race time the next morning. Saturday was a beautiful day

THE RACING

and being the only boat with a 153 rating made the starting line big, so we were able to choose our spot on the line.

Most of the boats ahead of us seemed to think it was too tight a reach to Blackaller and didn't set their spinnakers. As soon as we started, we could see this was a mistake and set our chute immediately. By Blackaller we were fortunate to have passed quite a few boats and when we rounded, we were by ourselves. We sailed straight across the Gate and got into the big flood tide quickly. We stayed away from the shoreline with a couple of tacks and by the time the Moore 24s made it to the tide, we had a nice little space between us. We stayed away from the other boats and tacked on some shifts, while keeping a close eve on the Moores. By the time we reached Raccoon Strait, the water was flat and the wind had picked up nicely - our 125% was the perfect sail.

After clearing the Strait, we pulled the page out of the tactics book that says, "Stay between your opponent and the next mark," and just covered, covered, covered. We basically stayed in the middle of the channel up to Red Rock and then made a straight line for T.I., just slightly favoring the Berkeley side of the course. We made our only jibe near Richmond and, at that point, there were only about ten boats still ahead of us. About the end of the Berkeley Pier, we passed the last boat in front of us, a Merit 25. Then the wind started



Alameda Europe sailor Krysia Pohl, a USCG Lt. Jg., started the new Olympic Quadriennium off right with a deuce at the Miami OCR.

to lighten up, but it seemed worse for the boats behind us.

As we approached the far end of T.l., it looked like the only boat that had a chance to catch us was a Wylie Wabbit, and we knew from racing in the Ditch Run

how fast a Wabbit can be. But things seemed to be going our way, as the tide seemed to change directions every time we went around a mark, and T.l. was no different. The wind was blowing nicely and, with a guy out on the trapeze on the Wabbit, they seemed to be catching us. We were covering them like a cheap

suit, trying not to give them any edge. By the time we reached the last pier the wind started to lighten up. . . and as soon as the guy came off the trapeze on the Wabbit, we could see they weren't going to catch us. At that point all we were hoping for was enough wind to be able to sail to the finish.

This was our eighth try at this race and we have had finishes between sixth and 75th, with a couple of DNFs along the way. But this one was like the 300-yard drive in golf, it's what keeps you coming back. We'll see you next year. Oh by the way, Summertime turned 30 years old this year, and hopefully it has 30 more in it.

— dennis bassano Summertime, prototype Moore 24

Miami Olympic Classes Regatta

The 12th annual Miami Olympic Classes Regatta (OCR) was held on January 24-27, luring Olympic aspirants to Florida from all around the States, as well as 14 countries. The only ISAF grade-one ranking event in the U.S., the Miami OCR featured racing in eight of the nine Olympic classes, with only the newly-appointed Yngling not represented (mainly because there aren't enough in this country yet). Though the final day of racing was cancelled due to light wind, most classes got in at least nine good races.

The 2004 Olympics in Athens, Greece, are hardly just around the corner, but this regatta is an important 'reality check' for serious contenders. It's also an major regatta for U.S. dinghy sailors, as it is one of three major ranking events for making the annual U.S. Sailing Team. The top five sailors in each class make the Team, which brings with it coaching, cool clothes, and occasionally even some financial benefits. Three sailors from the Bay Area are on track to make the Team after the Miami OCR — hot Europe sailor Krysia Pohl, and the up-and-coming Couvreux brothers (driver Doogie, age 21, and Brendan, 18). Both Pohl and the Couvreuxs took home silver medals in tough fleets.

"It was a good start to my next Olympic campaign. I'm going to really go for it this time," said Pohl, a 25-year-old Lieu-



Petaluma brothers Brendan (left) and Doogie Couvreux struck silver at the Miami OCR.

tenant, J.g., in the Coast Guard. Pohl's sailing career is not only tolerated by her employer, it is encouraged and rewarded — in Janaury, she was presented with the 2000 U.S. Coast Guard Elite Female Athlete of the Year Award for her success in the Europe class. Each branch of the service hands out two of these awards a year (male and female), and it is obviously a high honor.

"I was quite surprised to receive this honor, as sailing is basically a pretty obscure sport," said Krysia. "It was a thrilling two days! Not only did I get to hang out with the other Elite Athletes, I got to meet the commandant of the Coast Guard, as well as take a private tour of the Pentagon and White House."

The Petaluma-based Couvreux brothers, currently sponsored by CSE Insurance Group, Philippe Kahn's Pegasus Racing and Transmineral USA, wrote in their email newsletter: "We felt that we sailed with some consistency, and were able to fight back from some deep positionings. It was nice to have a good showing at Miami after not being in the boat since last November. We had strong tactics along with some good speed, though we still feel we could have sailed better."

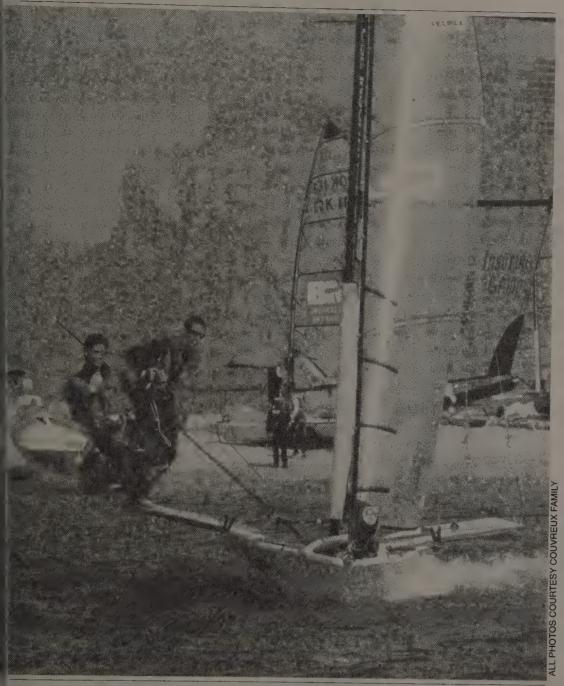
Among the other NorCal sailors who made the cross-country trek were Patrick Whitmarsh/Paul Allen (7th in 49ers), Mo Hart (7th in Finns), Peter Vessella/Brian Fatih (11th in Stars), and a bunch of Europe sailors: Susannah Carr (7th), Molly Carapiet (9th), Mallory McCollum (10th) and Casey Pelletier (15th). Complete results, as well as ranking systems, can be found at www.ussailing.org.

Medals were awarded to the top three in each class as follows:

EUROPE (17 boats) — 1) Meg Gaillard (Pelham, NY); 2) Krysia Pohl (Alameda); 3) Christin Feldman (Portland, OR).

FINN (25 boats) — 1) Larry Lemieux (Edmonton, CAN); 2) Eric Oetgen (Savannah, GA); 3) Darrell Peck (Gresham, OR).

470 MEN (5 boats) — 1) Kevin Teborek/Talbot Ingram (Winnetka, IL); 2) Steve Hunt/Michael Miller (San Diego, CA); 3) Mark Ivey/Howard Cromwell (Jer-



The Couvreux Bros. in action. The 49er is the most difficult Olympic boat to sail — and also the most fun to watch!

470 WOMEN (5 boats) — 1) Courtenay Dey/Linda Wennerstrom/Louise Gleason (The Dalles, OR); 2) Jen Provan/Marcia MacDonald (Toronto, CAN); 3) Amanda Clark/Duffy Markham (Shelter Island, NY).

49er (11 boats) — 1) Andy Mack/Adam Lowry (Seattle, WA); 2) Sean & Brendan Couvreux (Petaluma, CA); 3) Gordon Cook/Bernard Luttmer (Toronto, CA).

LASER (44 boats) — 1) Paul Goodison (Great Britain); 2) Ed Wright (Great Britain); 3) Brett Davis (St. Petersburg, FL).

MISTRAL MEN (13 boards) — 1) Peter Wells (Newport Beach, CA); 2) David Mier y Teran (Mexico); 3) Ben Barger (St. Petersburg, CA).

MISTRAL WOMEN (8 boards) — 1) Dominique /allee (Trois-Riviere, CAN); 2) Livia Gyorbiro (Hunjary); 3) Laura Chambers (Indialantic, FL).

STAR (21 boats) — 1) John MacCausland/Peter 3romby (Medford, NJ); 2) Mark Reynolds/Magnus iljedahl (San Diego); 3) Ben Mitchell/Rick Peters Malibu, CA).

TORNADO (6 boats) — 1) Sean McCann/John Curtis (Burrittis Rapids, CAN); 2) Robbie Daniel/Eric Jacobsen (Clearwater, FL); 3) Matt Struble/W.F. Oliver (Bay City, MI)

Encinal YC Midwinters

The third and final race of Encinal YC's 3-2-1 Midwinters/Jack Frost Series took place on the gray and blustery day of February 17. Twenty-eight boats (out of 43 registered) ignored the grim weather forecast, and were rewarded with a nice enough day — except for the downpour in the last half hour of the race. The four classes of big boats went three times around a windward/leeward course (with the upwind mark bearing 120°), while the last two classes only went around twice.

"It was a good day for sailors to test their skills, as well as the condition of their foul weather gear," noted EYC Rear Commodore Chuck Wetteroth. "The novice Hunter 310s showed dramatic improvement and seem to be enjoying a good introduction to racing. We hope they'll continue to race with us in the future."

The day's results follow. Check the midwinter wrap-up box in *Racing Sheet* next month for overall winners.

J/35 — 1) Kiri, Bob George; 2) Jarlen, Bob Bloom; 3) Raptor, Jim Hoey. (7 boats)

PHRF-B — 1) Cascade, Antrim 27, Steve Reinhart; 2) Frog in French, Express 27, Kame Richards; 3) Moonshine, Dogpatch 26, R.B. Ward. (8 boats)

PHRF-C — 1) Wings, Columbia 5.5, Mike Jackson; 2) Chesapeake, Merit 25, Jim Fair. (5 boats)

PHRF-D — 1) **Dulcinea**, Killerwhale, Mike Mathiasen. (2 boats)

PHRF-E1 — 1) Peg O' My Heart, Ericson 35, Steve Wert. (2 boats)

PHRF-E2 (Hunter 310) — 1) **Soul Mate**, Steve Klein; 2) **Sweet Liberty**, Rob Kessel. (4 boats)

BYC/MYCO Midwinters

"We lucked out — big time!" claimed race chairwoman Bobbi Tosse of the fourth and final weekend of the Berkeley/ Metropolitan Midwinters on February 10-11. The weather forecast scared away much of Saturday's fleet, with only 65% of the entrants (97 boats out of 148) braving the elements. But the joke was on the ones who stayed home, as the rain held off and there was enough wind to get a race in — the usual 8.8-mile triangle/ windward/leeward using 'D' as the upwind mark.

The starting line was apparently a little short, giving the 20-boat Express 27 class the opportunity to try three times before they accomplished a clean start. "The course was also a little more challenging than usual," noted Tossi. "Mark 'B' drifted over towards 'A', and 'H' is still half a mile off station. But the Antrim 27 Arch Angel showed everyone the way, and we didn't hear any serious complaints."

The 'play of the day' went to Express 27 sailor Will Paxton, who needed to put a boat between his Motorcycle Irene and Tom Baffico's 'Baffett' in order to win the series'. With the boats running 1-2 at the last leeward mark, Paxton went on the attack. He sat on Baffett up the final reach to the finish, allowing Swamp Donkey to catch up. In a thrilling finish, Irene took the gun, the Donkey was five seconds back, Baffett seven seconds after that, and Flying Circus two seconds later. "Will timed it just right," claimed Irene crew-member Pete Rowland. "It was a brilliant piece of sailing!"

THE RACING

On Sunday, a dark cloud dumped stinging hail on the racers just before the first gun. But moments before the start, the sun came out and a nice westerly filled in. Twenty-nine boats (out of the 50 Sunday entrants) enjoyed a quick 8.8-mile romp around the cans, this time using 'F' as the top mark. "It was a bit brisker than Saturday," noted Tossi, "and we observed some unique spinnaker handling."

The BYC/MYCO series is now over for the year and, unlike most other recent midwinters, all eight of their scheduled races were held — a perfect scorecard. The BYC/MYCO Champion of Champions Race and awards ceremony occurred on February 25, after we went to press. We'll have results of the C-of-C, as well as overall series results, in next month's midwinter wrapup. If you can't wait that long, check out www.yra.org to see who won.

Weekend results follow:

SATURDAY, FEBRUARY 10:

DIV. A (0-99) — 1) Advantage 3, J/105, Pat Benedict; 2) Racer X, Mumm 30, Gary Redelberger; 3) Raptor, J/35, Jim Hoey. (7 boats) DIV. B (102-150) — 1) Zilla, B-25, Brent

Draney; 2) **CAyankee**, Santana 35, Jeffrey Jamieson; 3) **UFO**, Ultimate 20, Chuck Allen. (6 boats)

DIV. C (153-195) — 1) Tinseltown Rebellion, J/22, Cam Lewis; 2) Topgallant, Newport 30, Frank Hinman; 3) Talisman Banana, J/22, Gary Albright; 4) El Gavilan, Hawkfarm, Chris Nash; 5) Travieso, J/22, Jack Allen. (12 boats)

DIV. D (198-210) — 1) **Ypso**, Cal 2-27, Tim Stapleton; 2) **Freyja**, Catalina 27, Frank Van Kirk. (5 boats)

DIV. E (213-up) — 1) Carlos, Santana 22, Jan Grygier, 2) Jubilee, Ariel, Don Morrison. (4 boats)

SF 30-FOOTERS — 1) Ixxis, Olson 911-S, Ed Durbin; 2) Tortuga, Santana 30/30, Stephen Hutchinson; 3) Jane Doe, Olson 911-SE, Bob Izmarian; 4) Redux, Olson 911-S, Nick Barnhill. (9 boats)

ANTRIM 27 — 1) **Arch Angel**, Bryce Griffith; 2) **Czechmate**, Mark Hlubecek; 3) **No Name**, Charles Griffith. (6 boats)

OLSON 30 — 1) Family Hour, Bilafer Family; 2) Hoot, Andy Macfie. (5 boats)

EXPRESS 27 — 1) Motorcycle Irene, Will Paxton; 2) Swamp Donkey, Doug Robbins; 3) Baffett, Tom Baffico; 4) Flying Circus, Dave Hodges; 5) E-Type, Ben Landon; 6) Abigail Morgan, Ron Kell; 7) Mad-

house, Mike DeVries; 8) No Name, Eric Deeds; 9) Desperado, Mike Bruzzone. (20 boats)

J/24 — 1) Sockeye, Dave Holscher; 2) Half Blind Monkey, Jim Zervos; 3) Downtwon Uproar, Wayne Clough; 4) Jam Jam, Neal Ruxton; 5) Madame George, Mat Johnson. (11 boats)

MERIT 25 — 1) Loose Lips, Phill Mai; 2) Twilight

Zone, Paul Kamen. (5 boats)

MOORE 24 — 1) **Vu Ja De**, Robert Sutton; 2) **Gruntled**, Becky Hackworth; 3) **Hot Soup**, Team Soup. (7 boats)

SUNDAY, FEBRUARY 11:

DIV. I (0-96) — 1) Family Hour, Olson 30, Bilafer Family; 2) Racer X, Mumm 30, Gary Redelberger (4 hoats)

DIV. II (99-165) — 1) **Zilla**, B-25, Brent Draney; 2) **El Gavilan**, Hawkfarm, Chris Nash. (5 boats)

DIV. III (168-raters) — 1) Twilight Zone, Merit 25, Paul Kamen; 2) Casual Contact, J/24, Edward Walker; 3) Half Blind Monkey, J/24, Jim Zervos. (6 boats)

DIV. IV (171-up) — 1) Antares, Islander 30 Mk. II, Larry Telford; 2) Hot Chocolate, Newport 30, Jon Nicholas; 3) Latin Lass, Catalina 27, Bill Chapman. (6 boats)

EXPRESS 27 — 1) Salty Hotel, David Rasmussen; 2) Geronimo, S. Carroll/P. Habeeb; 3) Diane, Steve Katzman. (8 boats)

AYC Estuary Midwinters

Twenty-five 'Estuary regulars' zipped around an assortment of reaching courses in Alameda YC's fourth midwinter race on Sunday, February 11. Course lengths were short and sweet — 5.4, 4.7 and 3.6







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1966	Bill Cox
1967	Bus Mosbacher
1968	Lowell North
1969	Robert F. Johnson
1970	Ted Turner
1971	Ding Schoonmaker
1972	Buddy Melges
1973	Ted Turner
1974	Ted Hood
1975	Dennis Conner
1976	Lowell North
1977	Ted Turner
1978	Buddy Melges
1979	Ted Turner

1980 Dennis Conner

<u>Yachtswoman</u> Timmy Schneider Sue Sinclair Leggie Mertz Jane Pegel Timmy (Schneider) Larr Jerie Clark Betty Foulk June Methot Jan O'Malley Jan O'Malley Jane Pegel Jane Pegel Sally Lindsay Sally Lindsay Joan Ellis Allison Jolly Jan O'Malley Bonnie Shore Nell Taylor

Lynne Jewell

Year Yachtsman Dave Curtis Randy Smyth Dave Curtis 1983 1984 Bill Buchan 1985 Ken Read 1986 Dennis Conner 1987 Ed Adams 1988 John Kostecki 1989 Larry Klein 1990 Jim Brady Ed Adams 1992 Kevin Mahaney 1993 Cam Lewis 1994 Ken Read 1995 Ed Baird 1996 Dave Ullman Chris Larson Paul Cayard Eric Doyle 2000 Reyholds/Liljedahl

Yachtswoman **Betsy Gelenitis** Betsy Gelenitis Wendy Thomson Betsy Gelenitis K. Steele/H. Backus (tie) J.J. Isler Susan Dierdorff Taylor A. Jolly/L. Shore (tie) Jody Swanson Courtenay Becker J.J. Isler Julia Trotman Betsy (Gelenitis) Alison Danielle Brennan Cory Sertl Courtenay (Becker) Dev J.J. Isler Betsy Alison Dawn Riley

J.J. Isler/P. Glaser

FLEET B (spinnaker, 160-189) -- 1) Endeavour III, Cal 29, Ruth Summers; 2) Quickie, Capri 25, Will Matievich. (5 boats) FLEET C (Columbia 5.5) - 1) Wings, Mike Jackson; 2) Arrow, Pat Nolan; 3) Drummer, Weaver/

Moore 24, Tom Wondolleck; 2) Mirage, Black Soo,

Ben Mewes, 3) Wave Runner, Tartan 10, Glen

Kraiviec. (6 boats)

Sankey/Sadeg. (7 boats) FLEET D (spinnaker > 190) - 1) Pip Squeak, Santana 20, Liam O'Flanerty. (3 boats)

FLEET E (non-spinnaker) - 1) Kaereste, Folkboat, Roger Rapp; 2) Wave Rider, Hunter 31, Mark Rommell. (4 boats)

Race Notes

Non-events: The Golden Gate YC Midwinters on February 3 were a bust, with the race abandoned after two hours due to no wind. Gary Kneeland's Orion 'won' the 15-boat J/105 class by turning his engine on first, recognizing the futility of the afternoon before anyone else. . . Lake Merritt SC cancelled their dinghy midwinters on February 10 due to "inclement weather" (rain and too much wind). . . It must have been pretty gnarly that day, as the Sequoia YC-hosted South Bay YRA race was also called off. . . Finally, the Santa Cruz YC Midwinters were called off on February 17 due to an im-

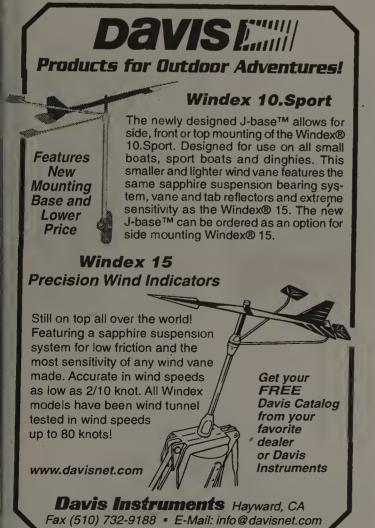
niles, depending on boat size. Given the 15-20 knot southerly and lots of 'pole-on-

fternoon rain held off until just as the

last boats finished. "Reaching back and forth with no passing lanes isn't particularly good racing," noted one competitor. "But this series is as good an excuse as any to get out on the water in the middle of winter."

FLEET A (spinnaker < 160) — 1) One Moore,

he-headstay' reaching, spectators were rewarded with rare views of boats actually proaching in the Estuary. An early morning hail storm put a mild iex on the attendance, but at least the



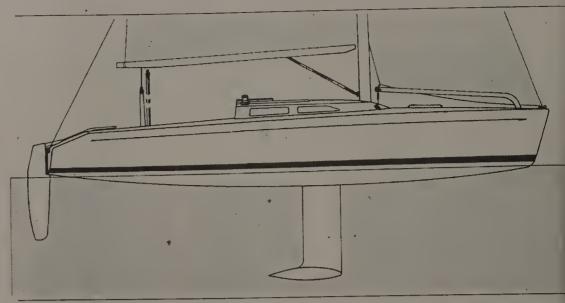


THE RACING

pending storm.

Firing on all cylinders: San Diego naval architects John Reichel and Jim Pugh, plus their staff of three, have been cranking out a lot of hot boats lately. Chance, Bob McNulty's new R/P 75 was delivered by McConaghy's to San Diego recently. The new blue beauty is being commissioned at Driscoll's under the eye of boat captain Dave Culver, and should be sailing in a few weeks. . . Philippe Kahn's near-sistership to Chance, which presumably will be called Pegasus, will be shipped from McConaghy's Sydney yard in a month or so. These two new state-ofthe-art turbos should give Pyewacket, Zephyrus and Magnitude a run for their money at the TransPac - but will their crews have enough training time in the new boats to beat this veteran trio?

Jim Pugh also reports that they're working on a 78-foot racer in Italy (a development of their successful Shockwave), as well as a pair of 78-foot performance cruisers being built in South Africa. The firm is also doing a 50-footer for San Diegan Alec Oberschmidt, who owns the Barnett 54 Climax. The new boat is an updated version of Morning Glory, which



'After Math' — In addition to the usual 401-k stuff, Dick Horn's retirement package includes this cool-looking new custom Schumacher 28.

Alec tried unsuccessfully to buy, and will be smaller than the TransPac 50 boats. Other current R/P projects include a 30-foot flat-out racing boat for an Australian client, ongoing testing for *Team Dennis Conner*, and working with a team of other designers recreating the mighty J/Boat *Ranger*. "There must be more," said Pugh.

"We're pretty busy right now."

Homework assignment: "Soon-to-be-retired" high school teacher (and local IMS measurer/PHRF guru) **Dick Horn** has a new custom Schumacher 28 sitting in his driveway in Lafayette, where he is finishing it off for a May or June launch. Named **After Math** (can you guess which subject he taught?), the new lightweight (about 3,000 pounds) boat features a retractable keel, a free-standing carbon rig,

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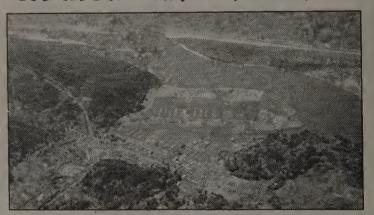


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nd a Hoyt Self Vanging Jib Boom. Built y Steve Rander at Schooner Creek boatworks, the hull and deck are carbon ber skins over a strip-planked foam core. he boat isn't really intended to be a race oat — rather, *After Math* will be a fast, asily sailed and trailered boat for short-anded daysailing and coastal cruising. nowing Dick, however, we suspect the oat will soon see some race action, most kely in the shorthanded or non-spinnaer divisions.

Random notes: Pax Davis won the **000-2001 Perry Cup**, a winter Mercury ries in Monterey which attracted a tolof 13 boats. Dave West was leading ing into the final two races, but pulled no-show, opening the door for Pax. Full sults can be found at www.mercury-til.com. . Liberty, J/105 # 410, was st delivered to OCSC member Bill veeney. Despite the presence of some sed J/105s on the market finally oldini, Thrasher and apparently Diaante), new boat sales refuse to slow wn. . . On the grand prix scene, Ber-

mudian Peter Bromby won the 42-boat **Etchells Midwinters**, held at Biscayne Bay YC on February 7-10. Dennis Conner finished second, ten points back.

Say it ain't so, Hank: Last month, Hank Easom sold his Etchells Final Final to Stocktonite Jim Warfield, claiming "I think I'm done with that class for awhile." Of course, Hank said that a few years ago when he sold his previous Etchells 600 (will his next one be called Final Final II?). In lieu of campaigning his Etchells, Hank will truck his 36-foot trawler Joy up to Seattle next summer, with an extended cruise up to Glacier Bay and back in mind. "I've never been cruising really — I hope I like it!" said Hank, who also hopes there are lots of restaurants where he is going. Despite this upcoming foray to the 'dark side', Hank assures us his heart still lies with sailing and he will still campaign his 8-Meter Yucca, his El Toro and his quiver of remote control model boats. . . Meanwhile, Warfield apparently has hopes of getting a fleet of Etchells going up in the Delta. He sold his Columbia 5.5 to a Santa Cruz

sailor — is this the beginning of the end for that class in Stockton?

Meanwhile, back in the Sunshine State: The 60th Acura SORC will be contested off Miami on February 28 through March 4. Though not as big or competitive as Key West Race Week, the SORC continues to come back strongly from its near-demise a decade or so ago. The Bay Area will be represented by at least ten boats: six Farr 40s (Cavallino, Gone Too Farr, Pegasus, Wahoo, Peregrine and Crocodile Rock under charter to J/105 sailors Tom Thayer and Dick Watts, with tactics by Steve Benjamin), two J/105s (Masquerade, Out of Options), the 1D-35 Zsa Zsa and the Beneteau 40.7 Wired. Follow the action at www.acura-sorc.com.

More from Florida: The five-race **Europe/Finn Midwinters** were hosted by Lauderdale YC on February 2-4. Top finishers from the Bay Area were **Krysia Pohl**, who finished third (out of 16) behind winner Meg Gaillard and Stephanie Taylor, and **Russ Silvestri**, who schooled the 29-boat Finn class with a fine 2,2,1,4,3 performance. **Bob Carlen**, a 65-year-old Coyote Point YC member, was among a handful of other Bay Area sail-





THE RACING SHEET

ors at the event. "I love Finns, and have sailed them since the '60s," said Bob, who can be found most weekends sailing the South Bay in his Hunter 34 Sundancer. "A friend from Oregon lent me a boat, and although I didn't do real well (26th), I had a ball. Either I'm getting toò old, or every-

one else is getting too young!"

Sale boats of the month: Dave Mc-Murtry recently sold his ODCA-winning Olson 25 Three Ring Circus to Derik Anderson, a second time O-25 owner returning to the fleet. McMurtry plans to "put his kids through college" before buying another boat. . . San Diegan Doug Mongeon, former owner of the Farr 40 Flyer and the N/M 68 Swiftsure, has picked up a used 1D-48, the fourth one on the West Coast. . . From the betterlate-than never file: South Beach rigger Tom Relyea bought the Schumacher 35 National Biscuit from the Belvedere Cove Foundation last August. The Biscuit had been clobbered by a port-tacker, and was sold 'as is' to Tom, who is in the process of restoring her.

The 'magnificent seven': Seven boats are now paid up for this summer's 41st



'Grand Illusion' one minute away from winning the '99 TransPac, split main and all. She'll be back to defend her title this July.

TransPac Race, the first of a hoped-for 50-boat fleet. Four of the earlybirds are entered in the Aloha Class (formerly

"cruising"), which leaves the mainland on June 25: Joyride (Beneteau 42s7, William Johns, Manhattan Beach), Gecko (Tartan 41, Jim Fabrick, Laguna Beach), Tango (Beneteau 40-CC Oceanis, Howard Raphael, Palo Alto), and Watercolors (Sabre 402, Michael Abraham, Newport). Also entered are a doublehander (E'tranger, Jutson 50, Howard Gordon, San Luis Obispo) and two crewed racers, Triumph (SC 52, Tad Diethrich, Phoenix) and defending champion Grand Illusion (SC 70, James McDowell, Lahaina). Keep an eye on www.transpacificyc.org for updates.

Slooooow: That's the one-word synopsis of Del Rey YC's 1,125-mile Puerto Vallarta Race, which was just winding down as we went to press. With little wind in the beginning, the race looks to be favoring the bigger boats — and last we looked a trio of SC 50s were running 1,2,3 overall in the projected standings. Joss's 16-year-old record will survive, and hopefully all crews made it to Puerto Vallarta without resorting to cannibalism. See www.dryc.org to find out who won, and tune in next month for feature coverage of both the PV Race and MEXORC.



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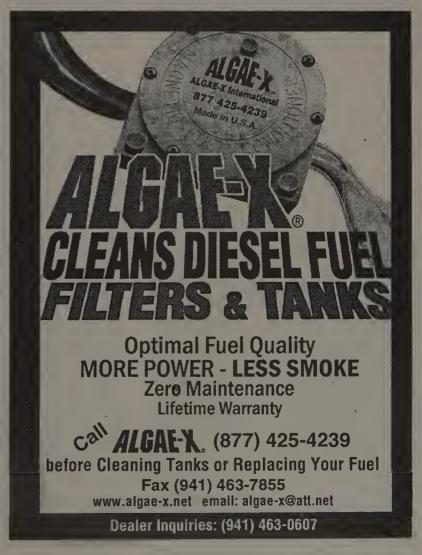
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With reports this month on **Strategies for Charter Planning**, chartering in **France's Best Cruising Venue**, a two-couple charter through **The Caribbean's Northern Leewards** and miscellaneous **Charter Notes**.

Where There's A Will There's A Charter Vacation

In our last two issues, World of Chartering has focused almost entirely on bareboat chartering opportunities around the world. (And next month we plan to bring you another installment on North American destinations.) With so much information to present, though, we simply had no room for charter reports from our readers. This month, however, two Bay Area couples share their impressions from recent charters in the Brittany region of France and the Eastern Caribbean's Leeward Antilles.

By way of introduction, we'd like to clear up some possible misconceptions regarding the folks whose adventures you read about in these pages. With most of them, it's not fabulous personal wealth that allows them to take such trips, but simply the *will* to make it happen.

First, they decide on a destination, then they pick travel dates, reserve a boat and start squirreling away the money to cover costs. Like most things in life, once you set a goal — that you *really* want to achieve — you can often find a way to make it happen, even if it initially seems daunting.

For most of us, finding a few thousand dollars of 'extra' cash is the biggest impediment to making sailing trips to ex-

Picture yourself blasting along in the tropics, bathed in warm trade winds and refreshed by cool spray. Where there's a will, there's a way.



otic destinations once or twice every year. If that sounds like you, here are a few strategies that may allow you to overcome your budget concerns.

• Do the math. In most cases, splitting a six-, eight- or even 10-passenger boat between several couples (or families) will give you the lowest per-person cost. But you should also check pricing on boats 35-ft and under; also, some companies have a 'budget' line of slightly older boats that rent for less.

"We could never afford to do these trips if we didn't have other couples join us," says frequent charterer Claude Roge. Most of today's charter monohulls are designed with their beam carried well aft, so that each cabin is spacious and comfortable. And on catamarans, of course, the sense of privacy between cabins is dramatically increased. As a result, most modern boats don't feel overcrowded even when every bunk is filled.

• Some folks set up special charter savings accounts and shift a few bucks into them whenever they can. Try it and pretty soon you'll realize it's not so hard reach that goal afterall.

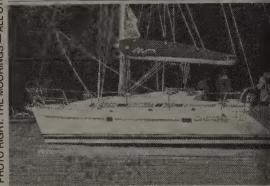
• Take a cue from our current California energy crisis: Cut back on non-essential daily expenditures and 'conserve' a little cash. Go out to lunch and dinner a bit less often, resist the temptation to buy the latest consumer gadgetry and put off upgrading your car until next year.

Idyllic Hoëdic harbor. In Brittany, it's a common practice for many boats to tie off to one central mooring, creating a giant floating 'daisy'.



• Finally, order a pile of charter brochures and tourism pamphlets and plaster them all over your office bulletin board or a wall in your bedroom. Then repeat your mantra every day: "I'm going to Ta-





hiti, I'm going to Tahiti. . . " (Or wherever.) Before you know it, you'll actually be there, twiddling your toes in the sand.

— latitude/aet

The Sailing Secret of Western France: Chartering in Brittany

"Why don't we all rendezvous and do a sailing trip along the southern Brittany coast?" I asked my friends Val and Mildred when I learned they'd signed up for a bicycle trip in Provence. Ironically, we had already planned on visiting friends and family in France during the same time period. After our plan was hatched, our son, Paul, and cousin, Gaîlle, also agreed to

join us — they'd previously arranged to do a rafting trip down France's Dordogne River.

In mid-June of last year, the six of us met at a B&B in Port Navallo, planning our cruise over crèpes and cidre brut bouché, both local specialties. The next morning we

did our provisioning at the outdoor market, with the entrance of the Golfe du Morbihan in the background.

OF CHARTERING



Clockwise from upper left: Don't forget the fenders; the author stretching his legs on Belle lle; quayside berthing gives access to shopping and dining; Brittany's beauty is legendary.

When we got to The Moorings base at Le Crouesty, Claude Leroy and Natalie Ducourtoux were waiting to take us to our Beneteau 38, *Salsa Picante*. During the inventory, I noticed that there was no foulweather gear, but lots of fenders.

Casting off marked the beginning of a great week of sailing for a number of rea-

sons. We'd heard that the weather in Brittany is often mild, thanks to the Gulf Stream, and we found that claim to be true during our visit. There was a constant but light, warm breeze from the west.

We spent the only overcast day of our trip on the small island of Hoëdic where we enjoyed walking along trails that took us through fields covered with wildflowers despite the occasional drizzle. Later, we all met at the Cardinaux, a wonderful restaurant where we enjoyed the best seafood. This is also a hotel, a

great place to stay if you want peace and quiet. The hotel has the only car on the island!

One of the most exciting — and sometimes challenging — aspects of this trip was finding a place to moor in the small fishing harbors. At St. Gildas, on Houat, one of the larger Islands, we secured our sloop's bow to a ring at the top of the sea wall, and her stern to a mooring buoy. At low tide we had to climb the tall ladder up the wall — several of the lower steps were covered with seaweed. Our neighbors were Brits who had crossed the channel in a stout 28-ft sailboat.

Brittany

Brittany

Brittany

Le Crouesty

The Moorings base

Ile Houat

Under the Moorings base

Ile Houat

Under the Moorings base

Ile Hoëdic

The harbor at Hoëdic is even smaller. When we arrived there, the harbor was full, with sailboats lined up against the sea wall and three clumps of boats in the middle of the harbor forming three gigan-

tic 'daisies'. A sizeable French customs vessel was at anchor outside the harbor, and we discovered that it was escorting a fleet of sailboats from the St. Nazaire Yacht Club on a social mission. They had taken delinquent youths on a cruise along the Brittany coast. In the nineteenth century, the cruise would have ended in French Guyana, and spices, bananas and exotic lumber on the way back would have replaced the crew.

Fortunately for us, they all left the next morning and we were able to find space. We attached a bowline to a large mooring called a *coffre*, rafting next to a sailboat. The circle was full after a while, but that didn't prevent a fishing boat from squeezing in between two sailboats — just a question of placing lots of fenders and loosening the bowline to enlarge the circle. This is when I understood why *Salsa Picante* was equipped with so many fenders.

Another interesting harbor was in Le Palais, the principal town on Belle Île, which is the largest island on the South Coast of Brittany. When you enter the first basin, you sail past the mighty fortress built by Vauban in the seventeenth century. Then you have to go to a floating dock at high tide past a lock. The basin meanders through the small streets of the old city. We found a place along the quay. On the other side of the street, we could smell the delicious aroma of freshly-baked bread from a local shop. Other shops were just around the corner. If you don't want the challenge of such a quaint old harbor, you can find modern, full-service

The picturesque isles of Brittany are an ideal place to re-learn the art of relaxing. Fine dining and great sailing will add to your pleasure.



WORLD

marinas at La Trinitè-sur-Mer and other small towns.

From many of these harbors you can find a variety of interesting destinations to visit on foot or by bicycle. Rental shops are nearby. From La Trinitè you can visit the prehistoric site of Carnac (the French Stonehenge). We especially enjoyed our vigorous bike ride around Belle Île, riding high above the cliffs, along the Atlantic. The more relaxing ride in Lille aux Moines in the Golfe du Morbihan was as rewarding, cruising past cottages surrounded by brightly-colored flowers, and through forests at the edge of the water. Qn foot, we also explored the island of Houat. In the village, the houses are all in the same style, stone exterior walls and chimneys, black-slated roofs, and white facades. Does it sound austere? Well, it is not. Pink hollyhocks and red-roses adorn the houses. And then there is that special luminosity — no fog bank here, just a clear blue sky dotted with plump cumulonimbus clouds.

While cruising in Brittany, it is essential to pay attention to the tides and currents. The tide's amplitude is 13 feet! The currents, especially in the Golfe du Morbihan, can reach nine knots. The locals have adapted by using different boat designs which allow beaching at low tide. Double keel and centerboard sailboats are common here, and most keelboats are equipped with 'stilts' that are rigged on the side of the hull, allowing the boat to stand upright at low tide.

When we returned to The Moorings base, we reluctantly secured Salsa Picante

With just two couple on board, The Moorings' beamy 445 was a very comfortable ride for exploring the Leewards.



into her slip. That evening we had a lovely dinner in the cockpit. An older gentleman attracted by the American discussion joined us. "I'm Sam Kaplan from *Artemis*," he said by way of introduction, "the Swan at the end of the dock." After a while, we learned that he had been a Hollywood producer, but now enjoys life with his young Swedish wife, and rarely goes back to Cali-

fornia. After a few drinks he confessed. "I have sailed lots of places in the world: North America, the Caribbean, the Mediterranean, the Baltic. Take my word for it, there is no better place on earth for cruising than the Bay of Quiberon, on the southern Brittany coast."

None of us disagreed.

— claude rogé

Readers — If you knew how many bareboat sailing trips Claude and his wife Shelley have made to exotic destinations, you'd be insanely jealous. Look for an article on their trip to the Maldives in the coming months.

A Booming Charter Through the Northern Leewards

Early last November we took a terrific eight-day charter trip out of Dutch St. Maarten, in a region of the Caribbean called the Northern Leewards. It is a great area for open-ocean sailing, scenic places to watch sunsets, and great views of luxurious resorts along the shore.

We had two couples aboard a Moor-



OF CHARTERING



prise swells out at the point. So we retreated to dive in the calm of the bay, having learned a valuable lesson.

In Gustavia, we took the dink in for dinner and came back to find that the outboard gas tank had been stolen. The boat and engine were secured to the dock with a cable and padlock, but the gas tank wasn't.

The next morning we reported this to the Port Captain when we registered, and he mentioned that the fuel boat didn't arrive as planned over the weekend. He said it was likely that we were the victims of some guy who needed 50-to-1 mixed gas for his motorcycle. He was nice enough to loan us a can of fuel so we could fill up the tank on our motor. St. Barths is as picturesque and classy as resort is

lands come, with high-end shopping and fabulous places to eat. Wish we'd had time to see more of it by car.

On St. Maarten, Philipsburg's big harbor had three cruise ships in port both times we stopped there. Jewelry shopping and casinos seemed to be the main attractions. Outside the harbor, we had the pleasure of watching a race

between five old America's Cup 12-meters—although the sailing looked rather tame since all the boats were reefed in a mild breeze. Dennis Conner's old *Stars & Stripes* looked to be in pristine condition.

Marigot (capitol city of the French side) has a great view from the old fort on the hill and a new breakwater provided the calmest anchorage of the trip.

Across a strait from Marigot lies the formerly English island of Anguilla. It's principal town and anchorage, Road Bay, and the idyllic little islands nearby deserved more than the one day we had to explore them.

Back on the northwest coast of (French) St. Martin, Grand Case Bay has an outstanding selection of great restaurants. After rounding the top of the island, we stopped at uninhabited Tintamarre Island, which is a good snorkeling spot. Nearby, on the east coast of St. Maarten's Dutch side is Orient Bay, a

perfect daytime anchorage. Clothing is 'optional' along the mile-long, crescent beach and, as a result, we noticed people with a wide variety of tan lines — and some with none at all. Due to our white buns, though, we'd never be mistaken for regulars!

We give The Moorings an "A" rating for their people, service, and the condition of their boats. One corrective criticism, though: We learned that if you buy their provisioning, fax them in advance with the kinds of food you prefer, such as lunch meat and dinners. They gave us uninspiring packaged bologna and tasteless frozen fish. There were limitations on what food we could swap before departure due to not much else being available. Nevertheless, dining aboard is a bargain as restaurant meals on St. Maarten/St. Martin are priced about like San Francisco. The departure tax when flying out of St. Maarten is now \$20 per person.

All in all, it was a wonderful trip that we'd love to expand on someday.

— tom and pat jones san mateo

Tom and Pat — Your official Latitude 38 T-shirts are on the way as a 'thank you' for your report. When you go back to St. Maarten next time, consider adding a couple more days and also visiting St. Kitts and/or Nevis.

-Ed.

Charter Notes

If you read our feature article last month on the L.A. Maritime Institute's

If you have the time during your St. Maarten stay, consider doing a bit of match racing on a vintage A-Cup 12 meter.



ings 445 sloop, which was roomy and fully equipped. The autohelm was handy on the days where we logged 20 to 25 miles, and the boat performed well for us on all points of sail with a single reef in the main.

The following are some notes on our trip that future charterers might find useful. The winds blew almost constantly out of the ENE at 10-20 knots. Regardless of what bay we chose to anchor in, every night was a bit rolly and noisy. The seas were relatively mild, although we had two days with 6-10 foot swells where it was wild on any point of sail. However, it was a blast sailing in those conditions, since the spray feels refreshing on your face in those latitudes.

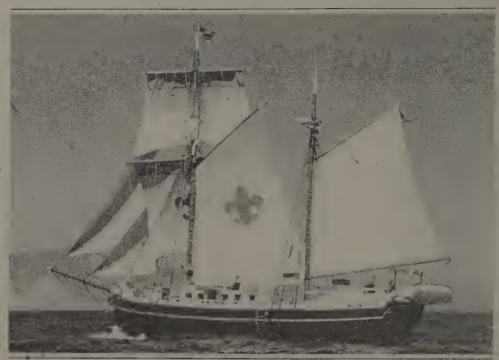
St. Barths was very enjoyable except for two things: While anchored at Anse de Columbier for lunch (outside Gustavia Harbor), two of us took the inflatable dinghy on a scuba dive and I almost turned the boat over when we got caught in sur-

WORLD OF CHARTERING

TopSail program, you may be curious about how you can participate in such worthwhile activities,' while having fun learning the ropes of traditionally-rigged vessels.

LAMI can always use new volunteers — call (310) 833-6055 for info — and there's a similar program our Southern California readers should also be aware of. The **1905 Baltic Trader Argus** is one of the oldest 'original'

vessels still sailing on the West Coast. She does sailing programs for many different Boy Scout groups, and currently has openings for volunteer crew leaders. A once-a-year **Crew Leader Orientation** session will be held at the **Boy Scout Sea Base in Newport Beach**, March 3-4. Call Eric Berliner at (909) 793-2853, ext. 1316



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for details.

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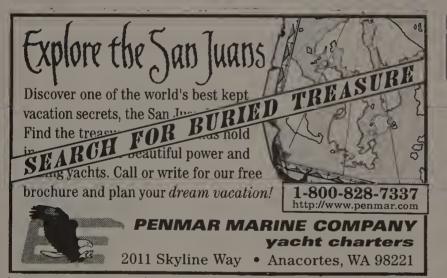
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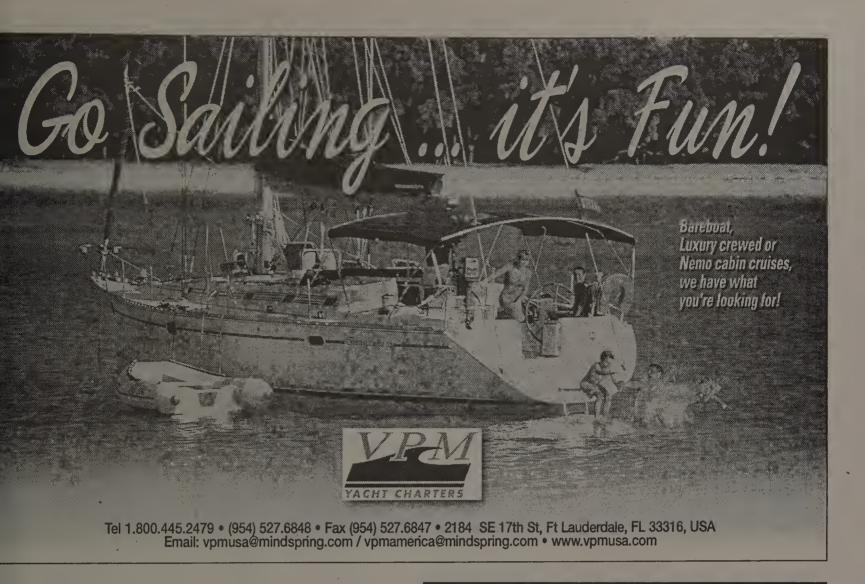
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CHANGES

With reports this month from **Kooyah** on the Cayman Islands and sailing to Texas; from the Wagners about **Diana** getting hit by a ship near the Panama Canal; from **LaRive** on a three-year cruise to from Ensenada to Key West; from the seniors on **Shayna** on cruising in Europe; from **Pizazz** on making the difficult passage from Aruba to Cartagena and vice versa; from the schooner **Latitude** on getting from Hunter's Point to Sardinia; from **JoLigGa II** on cruising from Fiji to Tonga; and an unusually large number of **Cruise Notes**.

Kooyah — Hunter 35.5 Don & Mary Farquharson Cayman Island Problems (El Cerrito)

The author of a recent letter to Latitude asked why more folks didn't sail to the Cayman Islands - which is in the middle of a 'box' formed by Cuba, Jamaica, Honduras and the Yucatan Peninsula of Mexico. Having sailed to the Caymans, I have some ideas why more cruisers don't do it. First of all, Latitude was right when they said one reason is that it's not close to other popular sailing areas. Although with both Cuba and Jamaica becoming increasingly popular with cruisers, there is beginning to be some spillover to the Caymans. It's incorrect, however, to suggest that the islanders don't have a sailing tradition. Caymanian men, in fact, have a very long seafaring tradition, and at one time were the crew of choice for cargo vessels plying the runs from London to the Caribbean. During the peak of the sugar trade, for instance, it was said that more eligible Caymanian men were at sea than left on the islands!

But there is another good reason why yachties avoid the Caymans — being hassled by authorities. Each year there is a race from Kingston, Jamaica, to Grand Cayman organized by the Royal Jamaican and Grand Cayman Yacht Clubs. But in recent years, some of the Jamaican entries have been subject to harassment by the Caymanian authorities, who boarded — and in some cases,

Crew Eric Doran and skipper Don Farquharson at Payco Marina in Galveston after an idyllic 1,300-mile sail from Kingston, Jamaica. ransacked — the boats. They claimed they were looking for drugs.

In the July '99 issue of the Seven Seas Cruising Association Bulletin, Bob and Laurie Wright wrote an interesting article about sailing in the Caymans after sailing in the Eastern and Southern Caribbean. Like others before them, they'd been lured by the promise of great diving. They made landfall at Cayman Brac and then moved on to Little Cayman with no problem. But when they got to Grand Cayman, they had to endure a nightmare of official harassment at the hands of the drug enforcement authorities. It appears that the Cayman government doesn't see yachtie tourism as a priority --- perhaps because there is so little of it — so they don't care if they discourage visitors. It's for this reason that we didn't actually stop at the Caymans during our May 2000 trip from Jamaica to Galveston. This was despite the fact that Georgetown, Cayman Islands, was just five miles off our rhumb line, and that we passed it in the middle of the afternoon.

I had sailed to Jamaica in '96 after a year of cruising the Eastern Caribbean — and stayed there to cruise extensively around Jamaica and the Bahamas. Last year I finally decided to bring my Hunter Legend 35.5 back to the Bay Area, so I put a crew together for the 1,300-mile trip from Kingston to Galveston. It took us five days from Kingston to Isla Mujeres, Mexico, where we spent two days changing crew and relaxing ashore. Then we took another five days to get to Galveston. Everyone should have a trip like the one we had. Every day was sunny and clear,



with tradewinds blowing between 10 and 20 knots from astern or the quarter. There was moonlight and clear skies after dark. It was a total pleasure cruise.

Anyone wanting to bring a boat from the Caribbean to the Bay Area should consider the Texas option. If the Canal and beating up the West Coast don't sound appealing, you can sail downwind to Galveston and have the boat trucked the rest of the way across the country. Just don't do it during the winter or during the July to November hurricane season. We had good luck with both Payco Marina in Galveston and with American Boat Carriers out of Florida.

Mary and I enjoyed our five years of Caribbean cruising, but are glad to be back home.

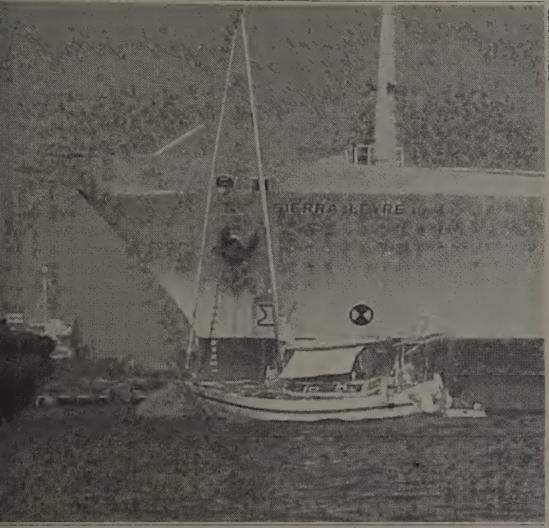
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Ship-Boat Collision In Canal Susan & Peter Wagner Sierra Leyre Hits Diana (Colon, Panama)

At about 3:30 p.m. on February 1, the freighter *Sierra Leyre* pulled away from the dock near The Flats anchorage just off Colon, Panama. A tug pulled the bow of the freighter around in order to posi-



IN LATITUDES



The moment of impact. Once the freighter 'Sierra Leyre' broke free from the tug, the wind blew her bow around to collide with 'Diana'.

tion her so that she'd be pointed toward the first locks, but the line from the tug came loose. As a result, the 20 knot wind pushed the empty freighter sideways toward The Flats anchorage. The freighter then struck the French sailboat *Diana*, whose owners were not aboard at the time

The anchor chain of the sailboat was caught on the bulb of the freighter's bow. Realizing that the sailboat was in danger, Andy from the sailboat Webegone boarded the sailing vessel. With the anchor and chain holding tight, Diana began to be dragged beneath the bow of the freighter. Andy responded by first letting out the anchor chain, then cutting the line that secured the chain to the boat. This prevented Diana from being pulled beneath the freighter and/or being seriously damaged. However, the freighter continued to drift, and snagged the anchor chains of two other sailing vessels before departing the area of The Flats.

Five or six cruisers from The Flats brought their dinghies over to tow *Diana* to a buoy and secure her. After the owners returned, they took her back to The Flats. Although *Diana* sustained damage, the Panama Canal Commission ruled that her owners weren't entitled to compensation because she was just outside the designated boundary of The Flats when she was hit. At the time there were nearly 40 boats anchored closely together in The Flats.

— susan & peter 2/5/'01

Susan & Peter — Your story reminds us of the time in the early '80s when a cruise ship tied up in the Puerto Vallarta Harbor broke loose, allowing the bow to blow across the harbor in an arc. There weren't any marinas to speak of in those days, so everybody anchored in the middle of the harbor. About a dozen of the cruising boats got banged into by the cruise ship. Fortunately, no individuals or boats were badly hurt.

LaRive — Hunter 40.5 T. Joe Larive After Two Years (Fresno)

Right now I'm off the coast of Cuba, and am starting to write down some thoughts about my cruising experiences. I may keep at it until I reach an American port. I started my adventure in January

of '98, when I took delivery of my Hunter 40.5 in Ensenada, Mexico. That fall l joined the Ha-Ha, and continued south to Panama and then up the Western Caribbean. After colliding with an unlit fishing boat, I left my boat in Roatan to have her repaired. I rejoined her in October of last year. I should reach Key West soon, having covered 3,400 miles. During that time, I think I've seen everything that you can imagine — but I still seem to see new stuff each day. And I've seen just about every kind of person, too: pirates, gunrunners, banditos, great people - and everything in between. Right now my biggest fear is the U.S. government, because I've spent several weeks along the coast of Cuba.

Update: I've since arrived in Key West, and didn't have anything to worry about — except for paying \$25 for a Coast Guard sticker. Customs and Agriculture both stopped by my boat, but they didn't search. They wouldn't have found anything anyway, as I was very careful not to have any Cuban items aboard. As for the stuff I've learned during my cruising, here goes:

Much of what you read isn't true or is out of date.

No matter where I've been, the U.S. dollar is the 'coin of the realm'. It works everywhere under all conditions.

Never get into a cab until you agree on a price — and the type of currency.

Cuban rum — especially Havana Club Seven Años — is *muy bueno*. But it sneaks up on you.

Air -conditioning is muy importante because it allows you to close down your boat when the mosquitos come out. Mosquitos were a major problem for me. I was bitten so much that I had to be hospitalized with a temperature of 106°. I'll carry mosquito bite scars for the rest of my life.

Havana Club añejo — meaning aged — rum. It's available at Rumbo's highway rest stops in Cuba, and in Mexican stores for \$22 U.S.!



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A day with air-conditioning in Honduras is worth a week of wonder anywhere else.

Everything costs mor e than you were told. Much more.

It's not a good idea to take 'unseasoned' sailors along as crew, as they waste water and electricity, and don't really understand what's going on.

Assume that the other countries you visit, even Third World countries, can run themselves without outside help.

Bring more fuel and fewer sails. If you head east, the wind is on your nose. If you head west, the wind is on your nose.

After beating for a month, following seas are orgasmic!

Bring a bigger anchor than you think you'll need, and lots of chain. Let me repeat that. Bring a bigger anchor than you think you'll need, and lots of chain. You don't appreciate how important these things are until you drag. I dragged so fast in the mud and turtle grass bottom at Isla Mujeres that I could have towed a water-skier!

Coral attracts fiber glass. Mud attracts keels.

Most water in the Caribbean is six feet deep. I feel sorry for anyone with a boat that draws more than that.

Assuming that your boat has all the 'normal gear' such as steering, two or more GPS units, charts and such; that you have knowledge, training, guts, and far more money than you thought you'd need; you'd also appreciate having the following:

Air -conditioning. God, what a savior! A good handle on Spanish, because it's tough not understanding what's going on. Computer integrated GPS and CD charts — which are really great! A computer is even more important than airconditioning — although to some extent it depends on how much of the warm months you spend in the Rio Dulce and/

There's no doubt about it, a really big anchor holds best. And when the wind comes up at night, you really want your hook to hold.



or at Roatan. Make a computer and printer a high consideration because they allow you to make your own forms. By the way, don't depend on charts being accurate once you leave the States.

It's good to be back in the United States, where boat parts are easy to find and reasonably priced. Everything else, however, is shockingly expensive. For instance, the least expensive berthing I found is \$1.65/night!

- t. joe 2/15/2001

T. Joe — You know how much easier it is to sail downwind than upwind? It's that much easier sailing from Panama to Key West the 'right way' and/or at the right time of year, versus the 'wrong way' and/or at the wrong time of year. And there are few places in the world where doing the 'right thing' is more important to one's comfort and safety than when you're about to depart from Colon, Panama.

To our way of thinking, the 'right way' to sail from Panama to Key West is via Cartagena, the ABC Islands, Venezuela, Trinidad, the fabulous chain of islands in the Eastern Caribbean, the south coast of Puerto Rico, the north coast of the D.R., the north coast of Cuba to Havana, then to Key West. Yes, it's a lot longer — but that's a good thing, because if you play it smart, you get nearly 2,000 miles of mostly off the wind island-hopping through some of the most fabulous, varied and popular cruising grounds in the world. Other than sheer expediency, we can't understand why anyone would choose to go from Panama to Key West via the Western Caribbean. It's just as hard a trip if not harder, it doesn't have anywhere near the number of attractions, and it certainly doesn't offer the ideal sailing conditions. After all, it's no accident that the Eastern Caribbean has about a million times as many boats as the Western Caribbean.

Some folks might scoff at our viewpoint, arguing that it's virtually impossible to get from Panama to the ABC Islands. That pretty much used to be the case, because all the anchorages on the northeast coast òf Colombia — where it really can get rough - used to belong to the smugglers running drugs out of Colombia and cigarettes and appliances into Colombia. But no more. If you don't believe us, check out Randy and Lourae Kenoffel's article elsewhere in this issue that tells you how to intelligently make this passage with just one overnighter. If you want another reason for this route, when we had Big O between Venezuela, the Eastern Caribbean, and Puerto Rico for the better part of 10 years, it was sometimes quite warm and



humid in late summer and fall, but we never felt the need for an air-conditioner until we got to Key West. Furthermore, we can't recall a single occasion when mosquitos were any more, than a minor nuisance

As for your trip costing so much more money than you anticipated, we wish you would have been more specific as to where it went. If you look elsewhere in this issue, you'll also see a story by Michael Beattie and Layne Goldman, who made a nearly the identical trip at almost the same time. They spent an average of \$1,000 a month. If \$500/person/month isn't the good life on the very cheap, we don't know what would be.

Shayna — Hylas 45.5 sloop Larry Hirsch & Dorothy Taylor Senior Cruising In Europe (San Diego)

[Due to the incompetence of the Changes Editor, this Changes, covering the latter part of the '99 cruising season, didn't run a year ago when it was supposed to. But a year late is better than never when it's the tale of a couple of 70-year-olds happily cruising all over Europe. The first half

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Just as the Azores are the unknown pearls of the Atlantic Ocean, Dubrovnik and Croatia are the unknown pearls of European cruising.

appeared in the February issue. The next installment — covering their European adventures for 2000 — will run in the April 1 issue. We promise.]

We enjoyed Cala del Bola anchorage in northern Sardinia for a couple of days, then continued on through the Strait of Bonifacio — which separates the Italian island of Sardinia from the French island of Corsica — to the relatively new marina at Santa Theresa. Because it's very windy at Santa Theresa, and because it's also a ferry terminal, we took the ferry to Corsica for a day of sightseeing. This was a good call, as marina slips and room to anchor are very hard to find in Corsica. Furthermore, we were hassled by French Customs — something we'd managed to avoid until then.

We left Santa Theresa on June 23 and spent a few days at the Madelena Islands. We weren't too impressed, but maybe we'd started to get jaded. So we continued on to the island of Ischia, which has a great anchorage under a humongous medieval castle. The only drawback was that huge

ferryboats zipped in and out of the anchorage, leaving wakes nearly the size of tidal waves.

Sometime during this period — our memories fail us — the one gallon Shop-Vac that we stored in the engine compartment broke free and threw itself into the belts that run the engine alternators and the engine-driven refrigeration. What a mess! The belts broke as did the alternator frame that we'd just had welded in Palma. To make things worse, the lack of berthing was even worse in Naples than it was in Palma, so we had to anchor off downtown Naples for the night and hope for the best. Ironically, we were just a stone's throw from the U.S. Consulate building.

Through sheer chance — and good fortune — we met Enrico Caledoli, who just about adopted us. Years before, Enrico had studied economics in the United States. He married an American woman, ran Ferrari Services in San Francisco, then divorced and returned to Italy. In his new life, Enrico and his current wife operate a small marine repair business that specializes in mega poweryachts. Anyway, Enrico drove us and our boat six miles north of Naples to Nisido, an almost completely hidden marina for mostly small-

ish powerboats. Somehow he got us shoehorned in — and for half of the going rate for a berth in Naples. By the way, the going price for a 40-foot slip at Mergellina Marina in Naples — you'll want to sit down for this — is \$150 U.S. a night!

After one night in the comparatively inexpensive — \$75/night — Nisido Marina, which had electricity and water but no showers, we opted to anchor 100 or so yards off the marina. That was free. After Enrico fixed our refer and other assorted problems, we travelled about 25 miles down the coast to the island of Capri. 1 had promised Dorothy a belated but super birthday dinner on the lovely and romantic island. But we dropped the hook on the side of the island where you can anchor for free - and on that side they roll up the sidewalks very early! By the time we got ashore in the dinghy, the best l could find was a take-out pizza!

We returned to Enrico and Nisido Marina the next day because our genset had gotten very sick — probably a virus from the Shop-Vac we'd already deep-sixed without honors. We correctly figured that the genset repairs would take awhile - it turned out to be 10 days - so we were forced to stay at Nisido. And we ended up having the greatest time! It's a real holein-the-wall with no tourists. Lots of locals come to the beach during the day, however, and after 8 p.m. it seems as though all of Naples converges on three 'fish shanty' restaurants at the marina. The three serve nothing but seafood, and feature great service, reasonable prices, and the most delicious seafood we've ever tasted. The restaurant staff seemed to adopt us, so after our last dinner we had a tearful farewell.

During the day, we became familiar with the owners of the local mom & pop

They just keep on going and going. Dorothy and Larry as seen during a later cruising adventure—river-rafting in Turkey.



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groceries — both of them. We also rode Naples buses, taxis, and subways, visited lots of museums and churches, and really got to know the place. For a place we didn't want to spend any time at, we loved it — and look forward to returning.

Meanwhile, Enrico had torn apart our almost new and still very much under warranty genset - and decided that we needed a new generator unit for our pint size 4KW German-made Fisher Panda. So he burned the phone lines with calls to FP in Italy, Germany, and to the dealer we bought it from in Fort Lauderdale. We had lots of cooperation all the way around, and quickly had the parts air-freighted. All we had to pay for was the freight and the reasonable labor charges. When he was all done, Enrico insisted on taking us out to dinner with his family. What a night to remember, as we enjoyed more seafood, exotic antipasto, and much more. What a prince of a guy!

Since we'd fallen far behind schedule and lost our weather window for Turkey via Greece, we decided to sail up to Croatia. We arrived in Croatia at Dubrovnik from Italy in June, and had a wonderful time sailing up the coast for the rest of the summer. We previously wrote that the Azores are the hidden pearls of the Atlantic. Well, the same is true for Croatia in the Med/Adriatic. Croatia is a fabulous place to cruise, as they have thousands of islands and many scenic wonders. The war damage of the early '90s is pretty much repaired along the coast. Most of the population lives in the capital of Zagreb, a very modern city with large hotels. The remaining population is scattered along the coast. It was interesting to learn that just about every Croatian you meet owns property on one of the thousands of outlying islands. The

Looking up at the citadel from the tight harbor at Bonifacio, Corsica.



ownership of the land has been passed down through the generations since the land was deeded to the people several hundred years ago. Ironically, the islands themselves are largely uninhabited — although many do have small villages and some summer homes.

As for cruisers, the government has developed a number of first class marinas to complement the many private marinas. It's a magical cruising ground with unlimited safe anchorages and coves to explore. It costs about \$250 U.S. for an annual cruising permit for a 42 foot boat. This may be a bit high for cruisers on a budget, but it's for a full year. There is talk of having the fee reduced for a sixmonth permit. English, German and Italian are all widely spoken, as is Croatian. This is a popular cruising ground for Austrians, Italians, Germans and the Dutch during the summer. We also met a few Brits, but just two American boats.

Croatia is a great place from which to explore nearby parts of Europe. We drove 12 hours to visit Vienna, Austria, and made many interesting stops along the way. From there it was only another four hours to Budapest, Hungary, a fabulous city. We drove another 12 hours back to the Croatian coast, stopping in Slovenia on the way. Slovenia has great scenery—and a fascinating cave in which you ride a train for two miles and then walk another mile.

We can't wait to get back to our boat in March, and head off to Greece and Turkey.

— larry & dorothy, late '99

Pizazz — Beneteau/Moorings 500 Randy & Lourae Kenoffel Bonaire to Cartagena (San Francisco)

One of the toughest passages that a lot of West Coast cruisers find themselves wanting to do is from either Panama to Aruba, or the other way from Aruba to Panama. This is because it's the shortest way for West Coast cruisers to get from Panama to the fabled waters of the Eastern Caribbean. And for sailors who've done the East Coast of the U.S. or the Caribbean, or who have bought a boat coming out of a charter program in the Caribbean, it's the most direct way to California.

What makes these passages very hard is that there are often very strong winds and big seas. From Panama to Aruba, you have to travel almost directly into the weather. When going the other way, you can sail with the weather — which is sometimes even more dangerous. It's long



been said that some of the toughest sailing in the world can be found within 150 miles of Cartagena, Colombia. In fact, lots of sailors — and some cruising guides — maintain that you can't safely sail along the coast of Colombia. Our response is that this isn't the '80s anymore. You not only can sail along the coast of Colombia, but you can also do it without making lots of long and/or overnight passages. Having made the passage in both directions, we'd like to share our information with you.

To remind everyone who we are, we lived in the Bay Area for many years, and during our 30s had great careers and our dream home. But after a brief cruise with friends in Spain, we made a 10-year plan to go cruising. Five years into the plan, we bought a Beneteau 500 and put her in a Caribbean charter program with The Moorings. Five years later when the boat was ready to come out of the program, we were ready to start cruising. Alas, Randy suffered a heart attack just weeks before giving notice at his stress-filled job. We knew our jobs were killing us, but at age 42? After three angioplasties and \$100,000 in medical bills, we knew we had to get out. In the six years that we've

Spread; 'Pizazz' has a bottom job that comes complete with nautical critters. Inset; A few places in Aruba remain this sleepy, but not many.

been cruising, Randy has shed 60 pounds and Lourae lost 35. We now eat healthy food, get lots of recreation, and socialize often. Indeed, we are truly different from the stressed-out fast-trackers that we used to be!

What we're about to describe is how to make a westbound passage from Bonaire to Cartagena. Using the same information, you could also make the trip in the opposite direction. One caution: GPS readings vary slightly depending upon the equipment, satellites used, and input error. In other words, you're on your own using the waypoints that we provide. But they worked for our equipment and us.

Assuming that you're starting in Bonaire, head west to Curaçao and Aruba, the other two ABC islands. It's about 35 miles of nice downwind daysailing from Bonaire to Spanish Waters, Curaçao's large and protected lagoon. The channel into Spanish Waters is a little tricky and it's not illuminated at night, so make sure you arrive before sundown. Prior to entering the lagoon, stay close to the beach. Although you'll still be in 90 feet of water,

you'll nonetheless be able to see the shallow edge of the reef to the north. Then zig-zag into the sheltered water.

It's another 70 miles to Oranjestad, Aruba, which is as nice as it sounds. But 70 miles is a little far for even a downwind daysail, so we recommend that you sail in the direction of Aruba along the west coast of Curação. Don't worry, the water is deep close in, and the interesting cliffs, fancy homes and pretty beaches make for great sightseeing. You only want to go 25 miles northwest - an easy daysail - to Santa Kruz Baai, which is located at 12.18.55N 069.08.77W. Anchor in 10-12 feet of sand and coral at the mouth of the bay. There is fine snorkeling along the cliffs. It's an easy place to leave from in the dark, and Aruba is now a manageable 45 miles away.

Aruba has several anchorages. The first is Rogers Beach, just south of the refinery in Sint Nicolas Baai. Enter between the buoys at 12.25.34N, 069.53.96W — remembering that the green buoy is on starboard! Next head 090° to the next green buoy at 12.25.38N, 069.53.5. Finally, head 115° and anchor wherever you wish in about 12 feet of sand and grass bottom. It can be a little rolly in southeast winds, and it's eerie at night thanks to the lights and flames of the big

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oil refinery. Don't worry, you'll be upwind of the smoke and smell.

A second anchorage is at Oranjestad Harbor. Don't worry if you get there after dark, as it's well lit. The Aruba Port Authority requires that boats tie up to a dock to clear with Customs/Immigration, so call on VHF 16 for instructions. They often tell cruisers to tie to the cruise ship dock, which unfortunately has big black tires that leave smudge marks on topsides. So use lots of fenders and try to get to the north part of dock, which is sheltered behind the terminal building. There won't be anybody to help take your lines, so have Carl Lewis — or somebody who can long jump almost as well - try to jump to the dock. After clearing in, you're free to anchor. The airport anchorage features about 15 feet of water northwest of the runway or in the lagoon south of the runway. It's good holding and close to downtown, but it's also noisy.

An alternative anchorage is three miles north of Oranjestad near the high-rise hotels. Go to the red buoy - which has a white light at night - at 12.34.87N, 070.03.34W, leave the buoy to port, and head approximately 090° toward the beach. The Marriott Hotel and Condos are the left two buildings along this stretch. Anchor in eight feet with sand and grass. This leaves you away from the downtown shopping, but right next to beach sports and access to hotel amenities — such as casinos, expensive shops and expensive restaurants. For those who haven't been to Aruba, it's a mini Las Vegas on the Caribbean Sea. There is easy access by bus — \$2 per round trip — to supermarkets and most anything else you might

After the bright lights and hubbub of Aruba, you'll be ready for some out-of-theway coastal cruising — which is a good thing, because that's just what you're

Randy and Lourae — obviously happier and healthier than when they lived stressed out lives back in the States.



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going to get for the next 350 miles. The first stop is Monjes del Sur, about 53 miles to the west. See the sketch for the layout. This rock is part of Venezuela, so get your courtesy flag out and call the Guardia Coasta on VHF 16 for permission to anchor. "No problema," will almost certainly be their answer. The anchorage to the left of center is in 65 feet of water facing the rock dam in front. There's a huge dock with tires. If you ask, you might be able to use it. Monjes del Sur is a good rest stop. We stayed for several days and enjoyed fabulous snorkeling around the rock, seeing lots of barracuda and large lobsters. The guys stationed at this anchorage get lots of fishing trawlers stopping by, and enjoy visitors - particularly those with fresh fruit or vegetables. This is also a very easy place to leave after dark — something you'll want to do as the next leg is 80 miles.

The next waypoint — not anchorage — is 45 miles away at 12.28.80N, 071.40.02W. This is about two miles offshore of Punta Gallinas in 50 feet of water. If you're headed west and going downwind and downcurrent, it won't be rough. If you have to stop, go another 12 miles to Bahia Honda, which is located at 12.24.00N, 071.49.00W. Swing back to the port side of the bay entrance, as there's a visible rock toward the starboard side. Anchor in 30 feet.

Since the current is pushing you along, when possible it's better to continue on to Cabo del Vela. Continue to waypoint 12.14.50N, 072.10.00W to get an idea of what the anchorage looks like. Even though it's 15 feet deep between the coast and the island, it's best to go around the island to 12.12.27N, 072.10.69W. Then anchor in 20 feet of sand with good holding. You'll be in an open bay with plenty of wind — Cabo de Vela means 'windy cape' — but at least you're out of the swell and in a comfortable anchorage. No one will bother you, although fishermen might come by to stare at your big sailboat. You

There are five wonderful little bays between Bahia Cinto and Ancon Concha. They are good places to rest, and even explore.

may even see some tourists hiking to the light tower or sheep searching for shrubs. Stay as long as you need to get a good rest, as the next leg is 120 miles — the only overnight passage you'll have to make. Most boats should leave before sunset so they'll arrive before noon about 36 hours later.

As you head to the next waypoint at 11.22.00N, 074.03.50W, sail downwind as comfortably as possible - which we suggest means gybing downwind so you're not always DDW and in danger of gybing unintentionally. Other than the oil rig near Rio Concha, there are no obstructions along this part of the coast. The above waypoint gets you northeast of Bahia Cinto, the first of five wonderful little bays that are great stops. If the swell is from the north, Bahia Cinto gets rolly from the strong williwaws off the Santa Marta mountains. Two bays further down is Bahia Guayraca, which offers more protection from the swell — and opportunities to explore ashore and while snorkeling. The fifth bay is Ancon Chico, which has the most protection from swell and nice locals ashore. The sketch below gives you some idea about these bays. They also appear on DMA #24493A - which is no longer available.

[To be continued next month.]
— randy & lourae

Latitude — 72-Foot Schooner Paul & Suzie Zupan Hunter's Point To Barcelona (Sausalito)

Suzie and I read many letters last year about the advisability of building one's own boat, and wanted to respond based on our experience with three boats. We suggest if that anyone plans to build a boat just so they can go cruising, that they shouldn't waste their time.

My first boat was a Bear class called Sugar Foot that needed a few ribs and a new deck. I started the project before I met Suzie — and amazingly enough still had the boat when she married me. We sold the Bear and then rebuilt a large part

of Harmony, a 1927 40-ft Lake U n i o n powerboat. After several years with that project, we took her back to Seattle where she was built and sold her. Then, in the mid-'90s, we bought the





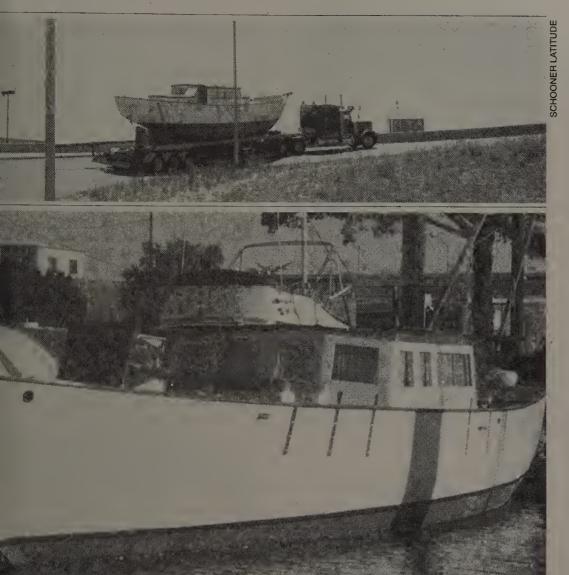
makings of our current boat through an ad in the *Classy Classifieds*. That was a long time ago and on another continent, but here's the story.

The ad was for the cold-molded hull of what was intended to be a 72 foot (overall) schooner designed by Joseph Hartog of San Francisco. The hull had been started 25 years before at the Alemand Brothers Boatyard in Hunter's Point near Candlestick Park, and had already exhausted the persistence and finances of two other sailing hopefuls. At the time we looked at the boat, the owner hadn't worked on her since 1990. When we finally reached an agreement, Suzie and l became the owners of a partially completed 60-foot hull sitting in a ramshackle warehouse. A lot had changed in the quarter of a century since the hull had been started. For one thing, the Hunter's Point neighborhood had deteriorated badly. And the Alemand Boatyard had become something of a collection of parts for used Chevy pick-ups.

Our first job was to clear a path to the warehouse. Then we had to wash away



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From carving a bowsprit, to launching, to trucking, it takes a lot of time to build a 72-foot schooner and get her ready for shipping to the Med.

the layers of dust that had accumulated since 1990, the last time anyone had worked on her. We uncovered a hull that had three of the four layers of wood veneer cold molded in place, and the deck and house were roughed in. We also uncovered enough mahogany, oak, fir and ape tong to almost complete the boat. It took us just six months to finish the hull and paint it. We were in a bit of a hurry as Hunter's Point is more like Beirut used to be than Monaco is now. We wanted to launch the boat prior to doing any interior work, so we trucked her down 3rd Ave and launched her at San Francisco Boat Works.

Our destination — and home for the next several years — would be the Richmond Yacht Harbor on the 'Chevron Riviera'. This meant we were next door to KKMI, and over the next several years were able to watch as Francis Brann and her husband completed their Snow Dragon II and launched her. We also ben-

efited immensely from the expertise of Jeff Rutherford of the Rutherford Boat Shop, who is a boatbuilder extrordinaire. We also benefited from Anders Johansson, the mechanical genius at Swedish Marine.

By February of '97, we had enough of the interior completed to move aboard. Suzie and I worked full time at our day jobs for most of these years, and our schedule only allowed us to work on the boat during the weekends and holidays. Nonetheless, in May of last year we actually formally christened the boat *Latitude*— although the name has nothing to do with the magazine. This is not to say that the boat was finished, as there was still much work to be done. In addition, while the masts were built, we didn't have any rigging. We also didn't have any sails, electronics or ground tackle.

During the years prior to '99, we had talked about cruising, but hadn't really focused on it. The idea of completing the boat was our only focus. By mid '99, however, it seemed to us that we were within sight of completing the boat — ha! as if that ever happens! — and needed a new goal. Europe sounded good. After all, my job was taking me to Europe for a large

part of the year, so why shouldn't we move there. Besides, how difficult could it be to move a 60,000 pound uncompleted boat halfway around the world?

The European decision prompted us to accelerate our lagging construction efforts. We had the hardware made for the masts, and installed most of the electronics. We also finished some of the interior work that we'd put off doing. We were, however, in too much of a hurry to wait until the boat was really complete. So we called the trucking company instead, hauled our boat to Florida, and put her on a Dockwise Transport ship to Toulon, France.

Besides the frantic pace of last-minute construction and preparation, there were some interesting twists. For example, the trucking company diverted the trailer scheduled to move our boat to Larry Ellison's Farr 84 Sayonara just three days before they were to pick our boat up. This delayed our delivery to Florida by almost two weeks. Then the trucking company sent a trailer that couldn't carry the weight of our boat. It was only by the persistence of Donnie, the driver, that resulted in Latitude finally getting to Florida. Thanks to these problems, the 10-day buffer I'd scheduled between our boat getting off the truck and onto the ship had evaporated. We barely had enough time to motor down the river in Fort Lauderdale to get our boat on the ship before it left. It didn't help that my trying to take a shortcut over a sandbar added to the delay.

The plan had been to get the mast stepped in Florida prior to *Latitude* being loaded onto the ship. But that obviously didn't happen, in part because we didn't have any standing rigging yet. Can you imagine what it's like to order rigging for

After years of hard work, Paul Zupan can sit on the bow of his schooner at Mahon, Menorca, Spain, and reflect on all he's accomplished.



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a 72 foot schooner in Toulon when you don't speak French? We spent lots of time pointing at catalogs, drawing pictures, learning the metric system — and laughing at ourselves to get through two very difficult weeks. We were fortunate to make good friends with Richard at the Elvstrom loft at Port Pin Rolland in St. Mandrier. The former trainer for the French America's Cup team in San Diego was incredibly helpful, doing whatever it took to make our project happen. Did I mention there was a trucker's strike in France shortly after we ordered all our rigging, which delayed everything being delivered?

Once we got the masts stepped, we decided to move on to Barcelona, Spain, which meant we'd have to cover 220 miles across the Gulf of Lyon. The gulf is the home of mistrals, which are 45 to 60 knot winds that whip up in almost no time. The only warning is the soleil voile, or high elevation cirrus clouds - three of them in the shape of a chevron, if we're to believe the stories we were told. Since Latitude still hadn't had a sea trial or shakedown sail, we were very nervous before setting out. Indeed, the engine hadn't been tested for more than a couple of hours, and we still didn't have any sails. 1 had visions of being 100 miles offshore and getting hit by a mistral after the engine stopped. So we purchased a used storm sail from Richard — left over from one of Eric Taberly's around the world

So one fine morning in early September, with the sun just coming up and no forecast for a mistral, we left the Toulon harbor, calibrated our newly installed autopilot, and set out for Barcelona. We were lucky, however, as we had no wind, fairly flat seas, and lots of tuna and dolphin during the 28 hours it took us to reach Barcelona. *Latitude* performed flawlessly, and we averaged almost eight knots for the entire distance. The only mishap was that we both got sunburns.

We enjoyed our time at Port Ginesta, Sitges, which is near Barcelona. The Costa Brava is an amazing place, and we really enjoyed relaxing there. I worked at my 'day job' during the week travelling around Europe, while Suzie stayed with the boat and enjoyed the Med. We then continued on to Menorca for three months - two more than we'd planned. It's a very friendly place, and we almost couldn't leave because of our packed social calendar. It's a great place to spend the winter in the Med. We then moved on to Carloforte on the southern tip of the Italian island of Sardinia. The only other cruising boat there was the Swedish couple we met in Menorca who were sail-



Although her hull was built at Hunter's Point and her interior in Richmond, 'Latitude's masts weren't stepped until she reached France.

ing in the same direction as us. So far the Italians have been even more friendly than the Spanish! However, the facilities such as electricity — are very scarce because everything closes down for the winter. But the food here makes up for everything else that might be missing in the marina. Our next destination is Sidi bu Said in Tunisia, probably within the next two weeks. We've been in Europe for six months now, so we need to get out of the European Union for awhile to avoid having to pay value added tax. The weather is already starting to warm up here, so we are looking forward to spring in Greece, but will first visit Sicily along the way.

Why don't we recommend building a cruising boat? Because if you just want to go cruising, it's faster, cheaper and a lot less painful to buy than build. In the five years we spent building our boat, we could have easily saved enough money to buy one like her — and probably enough extra to have funded cruising for a while. Plus, we wouldn't have had to do several thousand hours of manual labor. Our theory is that most folks who successfully complete their own boats were motivated by the desire to build a boat, not to go cruising.

Having said this, we have compiled a short list of criteria essential for backyard boatbuilding: Send your friends a card and tell them that you'll see them again in five years or so. Forget your social life, as you have something more important to tend to. Socializing with family members is the only exception, because you can weasel some of them into helping on

the boat. After awhile, however, they'll quit coming. By the third year, they won't even miss you at Thanksgiving. Tell your employer that you'll never be able to work overtime again — especially on weekends. Evenings are meant for small boat projects, weekends for big ones. Forget the savings account and have your salary direct-deposited to West Marine. Get a calendar and mark down all the holidays and which chandleries are open on those holidays. You don't want to find out on Christmas afternoon that you can't get any more epoxy until the next day. While you're at it, make a list of all the grocery stores that are open after 10 p.m.

As usual, the 200/20/50 rule will be in effect. In other words, if you double your estimate for both time and cost, add 20% for overruns, then you'll only have underestimated the real time and cost by 50%. Read the Classy Classifieds in Latitude the first day of the month they come out. You want to snap up the good used gear before the amateurs start nosing around. Learn to find excuses to work on the boat. If you find yourself making excuses for not working, for not having enough money, and for not having the right part, it's probably too late, because your heart really isn't in it. Cut'your losses and buy a boat.

Our building our schooner *Latitude* was a labor of love — and neither of us regret any part of it. We enjoyed the work and are proud of what we created. And now that we're cruising — if that's what you want to call it — it enhances our lives tremendously. So, yes, we're really enjoying it. For anyone interested, we're trying to document our adventures at www.paulzupan.com.

— paul & suzie 11/15/'00

JoLiGa II — Ranger 30 John Sloboda To Neiafu, Tonga, Finally (Oxnard)

I'm in the middle of the ocean on a passage from Nuiatoputapu, Tonga — sometimes called 'new potatoes' — to Neiafu in the Vava'u group of Tonga. I left Fiji for Neiafu on July 20, but due to unfavorable winds wound up in Nuiataputopu, which is some 163 miles to the north. About 12 miles square, Nuiatoputapu is a small Island, with a highest peak of only 450 feet. It has a well-sheltered lagoon on the north side, although the entrance is a little tricky. There is a general store at Fale where the wharf is located, but this is still the most primitive place that

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l've visited to date. The supply boat only comes about every three months, and when l was there, the island was out of just about everything. The officials were friendly when I checked in, but did want coffee — very sweet coffee — and crackers. The children were really cute, especially when they walked by half a dozen times just to see me. Guys with blonde hair and beards just aren't that common in this part of the world.

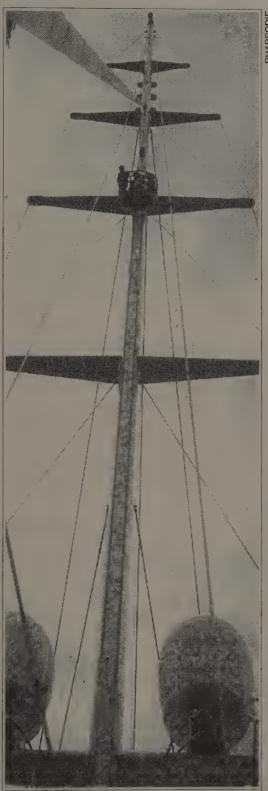
l had to stay at 'new pototes' for five days, as the wind was blowing 25 knots out of the southeast — the direction of Neiafu. When the wind finally dropped to 10 knots from the east, it was exodus time for the five cruising boats waiting to sail to Neiafu. We tried to find the officials to check out, but nobody was around. Not wanting to miss the weather window, we took off anyway. So far there haven't been any repercussions.

l finally made it to Neiafu after motorsailing for 48 hours into headwinds that seemed to change in intensity every 15 minutes. Once here, l grabbed a mooring owned by The Moorings charter company — which has a big base at Neiafu. The mooring costs \$6 U.S. a day, but it was worth it because of all the coral heads in the area. It was windy and rainy when I arrived, and relatively cool. For my first time in the South Pacific, I needed a blan-

ket to sleep at night.

I'm glad I got all my shopping done by Saturday morning, because the stores close at noon and then everything is closed on Sundays. There are lots of cruisers here from all over the world, although they are scattered all over the Vava'u Group. The Group actually doesn't cover that much area, but according to the guide published by The Moorings, there are at least 42 anchorages. They are identified by number because the names are too hard to pronounce! This is probably one of the best spots in the world to charter a sailboat because there are so many good anchorages so close together -- even more so than the Virgins. It's also good for scuba diving as the water is crystal clear — although it's only 74° in the winter, so it's cold by South Pacific standards.

Tongans are cruiser and tourist friendly — which makes a big difference when you arrive in a foreign country. It was just the opposite in Tahiti, for instance, where the people were sometimes very rude and made me feel as though I wasn't welcome there. The officials in American Samoa weren't very hospitable either. But in Fiji, it's "Bula!" with an in-



Unnatural high. While cruising in the South Pacific last year aboard their Marquesas 56 'Rhapsodie', Sam and Caren Edwards of Portola Valley, and their children Rachael and Dana, crossed paths with Jim Clark's 156-foot 'Hyperion' in Fiji. The Edwards were given a tour of 'Hyperion', which was headed back to the Caribbean after the America's Cup in New Zealand. During the visit, Rachel and Dana were given a ride - in an elevator-like crow's nest - up the front of Hyperion's mast. As 'Latitude' readers might recall, 'Hyperion's' mast, at 189 feet, is one foot short of being the tallest in the world. The limiting factor in mast heights is the Bridge of the Americas in Panama. Some of the newer mega, mega sailing yachts being built are getting around the height limitation through the use of telescoping masts.

stant smile; and in Tonga, it's "Malo e lelei" and an instant smile, too. Neiafu isn't very big, but it's larger than Savusavu, Fiji, and has more supplies and a better variety of veggies. Lettuce and tomatoes were \$5 U.S./kilo in Fiji, but are only about \$1 U.S. here in Tonga. Tonga. Of course, eggs are \$2.45/dozen here and less than half that in Fiji, so you can never tell. A nice chicken dinner here at Ana's Restaurant runs about \$4, so it doesn't make sense to make your own dinner.

After a couple of days, I moved to anchorage #10 in company with Mike and Gail aboard Salt Air. Although it was less than 12 miles, it was blowing 25 knots on the nose again, and took almost 3.5 hours. I dropped my hook in about 15 feet of water, and could clearly see the mostly sand bottom. I shared the anchorage with about seven other boats - and a black pearl farm that needs several hundred buoys. But there's still plenty of room. The only problem was that it rained too much for snorkeling, so all I could do was visit other boats and commiserate about the weather over sundowners. Fortunately, rum on the rocks always seems to taste great in an anchorage. I'm still working on my Bounty Rum from Fiji — which is 58% alcohol. Wow!

l bought a new 8.6 foot dinghy from James on *Rainbow Chaser*. l still have my old 11-footer rolled up on deck, but it's too big to keep inflated while underway. Then the water pump on my outboard quit. There's always something. Two days before 1 had replaced the alternator belt on the diesel — something l'd just done a month before.

After a few days, I moved over to anchorage #7, which was calmer and had a nice sand beach. While there, Mike went up the mast for me to replace the port flag halyard and secure the spreader lights. Gail dove to to verify that my strut bearing was worn, but at least the zincs were all right. When you're nearing 70, it's nice to have folks help out a little. The weather continued to be dismal, so Mike and Gail decided to sail back to sunny Fiji.

I returned to Neiafu, where I had some good luck for a change. I got my radar arch welded, the Suzuki impeller replaced, and dropped off my little Evinrude at Coleman's Marine to be repaired. So far I've spent \$30 on repairs and stuff, but got 30 gallons of fresh water in the process. I also bumped into friends Tom and Lilly from *Miz Mae*, who had just got back from the Ha'pai Group south of here. And the weather finally improved, with clear skies and calm winds. I also heard that Mike and Gail made it to Fiji despite

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not having a working engine. The down side of cruising is making friends and then having to leave them. The up side is meeting up with old friends and trading sea stories.

Later, I went to Nuki Isle, where the white sand was glaringly bright and the only footprints were mine. I felt like Robinson Crusoe. It's tough down here in paradise. I then moved back to #8, where the water was again crystal clear. I can look down and see my anchor chain wrapped around several coral heads which means I won't be drifting off in the night. The local kids came home for the weekend, and on Saturday really had a ball swimming and clowning around in the water. But it was all over on Sunday, as everything fun is forbidden. There's no dancing, no swimming, no playing, no working, and all the stores are closed even some of the restaurants. They really have a strange religion. But they do make up for it the other six days of the week.

My boat — which I bought new in '78 and have lived aboard ever since — seems as though she's in constant need of repair. I fix one thing and two more things



Having owned and cruised the same 30-footer for over 20 years, John knows his boat far more than most people will ever know theirs.

need attention. On September 23, with everything in pretty good shape, I set sail back for Fiji. I covered 419 miles in 76 hours for an average of 5.5 knots. My best noon to noon run was 147 miles, an av-

erage of 6.1 knots. Pretty good for an old man and an old boat — especially since it was so rough.

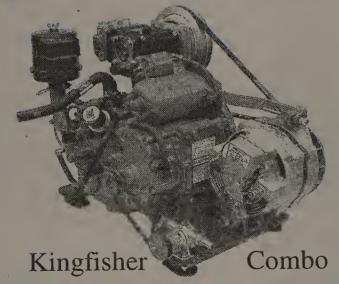
—john 11/15/00

Readers — Some of you may recall that John fell out of his dinghy — which he was using to push his boat — some 30 miles off Panama back in 1991. After swimming for many hours, he was miraculously saved in the middle of the night when a cruise ship passenger barely heard his shouts for help. After returning to Mexico, John drifted into an unhealthy lifestyle and suffered a collapsed lung. After that narrow escape with death, he decided to get fit and take off across the Pacific.

Cruise Notes:

"I just returned from a six-week trip to Fiji, Australia, Singapore and Thailand," writes John Keen of the San Franciscobased Gulf 32 Pilothouse **Knot Yet**. "My principal reasons for the trip were to put my boat on the hard in Townsville, and to visit with cruising friends who were in Phuket, Thailand. Both objectives were

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accomplished. I put my boat on the hard, then I visited with at least six boats with whom I'd cruised in '99 and '00 - including Roy Foster and Chris Rodriguez on their Oakland-based Lagoon 55 catamaran Solmates, and Dream On. Upon my return home, I read the 'Lectronic Latitude query about the whereabouts of Tom Vance of the Freya 39 Vanessa. My news is really old, but I did meet Tom in Savusavu, Fiji, in July of '99. I know I heard from him again, but 'cruiseheimers' prevents me from recalling whether he'd gone on to New Zealand or Australia. I plan to return to Townsville on May 1, put Knot Yet back in the water, and head north. I'm signed up for the Gove Over the Top Cruise to Darwin, and was very interested to see the note in February Changes about the Darwin to Ambon Race destination being changed to Bali. I had a bunch of friends who voyaged from Darwin to Thailand last year, about half of whom lingered in Indonesia along the way. Those who did visit Indonesia said it was a great experience. I'm going to wait to see how the political situation is there



There is much to see in Indonesia — such as this native fishing craft — but the violent social upheaval must also be taken into consideration.

before I make my decision. It's always nice to come home to the Bay Area, but it really seems cold after six weeks in tropical climes!"

"We left Los Angeles in the spring of

'97," report Richard and Linda Braue of Departure II, a Shannon 38 cutter. "and then made lots of friends cruising in Mexico. In Z-town we finally had to part paths with good friends and frequent Latitude contributors Buddy and Ruth Ellison of Annapurna and George Backhus of Moonshadow. We continued on to Central America, transited the Canal in May of '98, did the San Blas and Western Caribbean up to Isla Mujeres in '98 and '99. then spent a month cruising Cuba before arriving at Key West. Although we've since been kept close to the U.S. by a health problem, we have managed to cruise the Bahamas and Chesapeake Bay. We hope to be able to escape the doctors long enough to get down to the Eastern Caribbean to see our Cabrillo Beach YC buddies Viva and Charis aboard 2nd Kiss. Our health problem is melanoma, and our advice to cruisers with fair skin is simple: Slip on a shirt, slop on the sun block, and wear a hat. Skin cancer can be deadly!" Cruisers — even those with dark skin should also get their entire bodies checked regularly for potential problems. If discovered early, most skin cancers can be





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treated successfully.

Speaking of George Backhus of the Sausalito-based Deerfoot 62 Moonshadow, in his most recent report he says, "We're cruising the New South Wales coast of Australia from Pittwater to Jarvis Bay. But the other day I had lunch with some cruiser friends who told me a wild story about an Italian yacht that sank enroute from the Galapagos to the Marquesas. The way it was told to me, the Italian boat carried no liferaft, no EPIRB and no SSB. The boat suddenly developed a leak the pumps couldn't keep up with, and began sinking. Despite not having any real emergency communication equipment, the Italians were rescued by two nearby yachts — who only happened to be listening to the VHF because they were using it to play Trivial Pursuit. What luck!" A 'Lectronic Latitude reader reported he'd also heard about the story, but couldn't remember where or any specific details. Can anybody help?

"We were in the Baja Class of '96, the Red Sea Class of 2000, and hope to be back in La Paz, Baja, about a year from now," write John and Ingrid Traylor of the

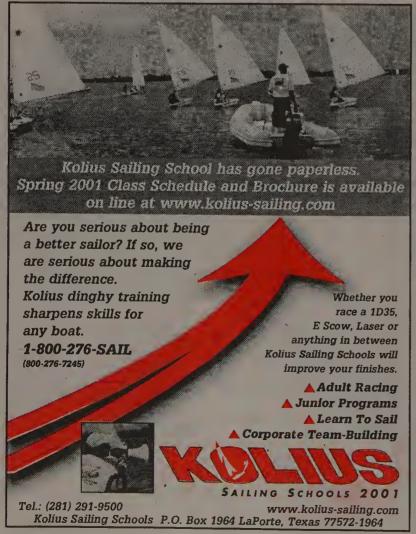


John and Ingrid have been cruising 'Beyond' for five years now. Most recently, they were on the hook near Fetiyhe, Turkey.

Jackson Hole-based custom 65-foot cutter **Beyond**. "Do you know of any good paint contractors in the La Paz area that could give us a good deal on spraying our faded Awlgrip? I know there's a yard in

Ensenada that does good work, but we plan to be in the La Paz area for several months." After emailing a copy of this month's letter from recent circumnavigators Ernie and Emily Mendez of the Moss Landing-based Cal 46 **Quiet Times** recommending Abel Bercovich and his yard in La Paz, we asked John and Ingrid to comparecruising today with how it was 20 years ago when they sailed through the South Pacific.

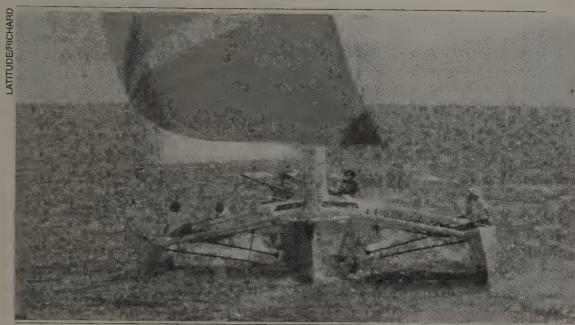
First, there are lots more cruisers today — at least on the well trod paths. Mexico and the 'Coconut Milk Run' through Polynesia were very busy. We often thought there were three to four times as many boats anchored in our old favorite spots as there were in '81. However, it's still a big ocean and there are plenty of great places to find solitude. For example, we cruised through the fabulous Louisiades Group of Papua New Guinea for nearly a month, and only saw one other cruising boat. Secondly, the average cruising boat is bigger and has more gear, electronics, and complications. GPS has naturally revolutionized navigation,





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and is a godsend in tricky places such as the Tuamotus. But for many of today's sailors, it's the only method of navigation that they know. Another major innovation is that HF digital email, which makes it possible to keep in touch with home. That's not always a plus, however. Thirdly, the very popularity of cruising has spawned a host of incremental fees and charges that were unknown a generation ago. Another big change is the large flotillas or rallies that have become so common. We were anchored at Atuona, Hiva Oa, in the Marquesas when the '97 World Cruising 'Round the World Rally' came through. Within 24 hours, there was no more diesel, no more fresh produce - and most important, no place left to anchor! And mind you, Atuona is normally a spacious anchorage. As we've continued to sail west, we've seen similar things again and again. Finally, because there are so many more people cruising today, we think cruisers tend to be a bit more reserved in putting out the welcome mat. When two cruising boats met in some far-off anchorage years ago, they



Although she has two unstayed masts, 'Meshach' was something of a prototype of the Corsair line of trimarans.

nearly always socialized. Today — with perhaps six or ten boats in the same place — some folks come and go with nary a wave. It's understandable considering all the crowded places we've sailed away

from, but still a change from before."

"We left our boat in La Paz," write Thor and Tanya Temme of the 45-ft trimaran Meshach, "so we could return to our home in Kauai for the holidays. But we'll be back soon. We had some amazing adventures during the past year cruising in Mexico, and really enjoyed the Banderas Bay Regatta. In fact, we'll be doing it again this year before heading off to the South

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Pacific. For those who will be staying in Mexico, we highly recommend the train trip to Copper Canyon. What an exciting adventure!"

"To clear up a common misconception about the **Sea of Cortez**, it's not tropically warm in the middle of the winter, and the water is far too cold for snorkeling. The air and water usually stay warm around La Paz until early December, then plummet. The air temperature starts coming around in late February and early March, but the water stays pretty chilly until late April or May. The air and water temperatures soar, of course, during the summer. As such, March, April, May and June, as well as October and November, are the best times in the Sea of Cortez.

"Please announce that we're opening up a new marina on the island of Yap in the Federated States of Micronesia," writes Ted J. Glenn, part owner and temporary commodore of the **Yacht Club of Yap**. "We're located in the Western Pacific and are often visited by yachts moving in a westerly direction. The facilities here were constructed in the late '80s, but a tropical storm damaged the slips and they



The Sea of Cortez is fabulous in the spring and fall, coolish in the winter, searing in the summer — and uniquely beautiful year round.

have yet to be fully restored. I was involved in the project back then, and have recently joined another investor in taking over the facilities. Our plan is to refurbish the food services, lounge, and immediate exterior

now, and later move on to a breakwater with the installation of new docks and finger slips. Showers, restrooms, and some power and water are already available, but currently boats have to moor on the hook a short distance from the marina facility. All the needed services are within walking distance of the marina and Colonia. Yap is a small community and the most traditional of all the islands of Micronesia. Visiting vachts can travel freely to the remote outer islands — provided they clear Quarantine and Immigration in Yap proper or the southerly island of Wolleai. Vessel arrival must be applied for in advance to the FSM Government in Colonia, Ponhpei. Oh yes, free welcome grog to the first person to bring a copy of the Latitude featuring this announcement."

"We left San Diego, and after a peaceful and problem-free run down Baja, finally made it up to La Paz," report Glenn Aitkens and Paul Moench of the Sausalitobased Hans Christian 38 **Endeavour.**" Like everyone says, La Paz is 'cruiser central'. But January is too cold for us here, so we're leaving for the mainland later this



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week. We'll be going as far south as Ztown, and from there will head across the Pacific. We just got email capability on our boat, and what a treat! We've only been cruising a very short time, but already know what people mean when they say the people they meet are the best part of

"We're two years into our cruise and having a great time," report Lloyd Banta and Lucy Dey, who have Ben and Lucy Banta along as crew on their San Francisco-based Chance 50 Warrior. "We're currently at the Mooloolaba YC in Australia, and trying out marina life for the first time. In fact, we just bought a camper van and will drive around Oz until the end of cyclone season, then head north, targeting Thailand for next year." One of the few times the Wanderer ever sailed on a boat with high-powered crew was about 20 years ago at Long Beach Sail Week on Bill Clute's Belvedere-based Peterson 48 Annabelle Lee. A very young Paul Cayard was driving, Lowell North was telling us to try to get the runners in a little quicker, and a couple of America's Cup guys did



Spread; Playa Panteon, Puerto Angel. Inset; Polo and Veronica, owners of the Vepo Grill and friends of cruisers.

the grinding. The point of this little story is that one of the boats we raced against was Al Cassel's Brit Chance-designed Warrior. We've gotta believe you're now cruising that boat.

'Cruisers have new friends in Polo and Veronica de la Rosa, who have opened the Vepo Grill and Beer Garden in Puerto Angel, Mexico," report Barry and Kathy Devine of the Oxnard-based Joss, and Ed and Norma Hasselmann of Heather K. "Polo and his wife are new to the city, but are very enthusiastic about catering to cruisers. Their place, which opened late last year, is located at the ocean end of



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Playa Panteon, which has the calmest dinghy landing in town. Polo and Veronica keep their eye on the dinghies left in front of their place, are happy to organize supplies of fuel, ice, water, beer, soda, and will dispose of garbage. The couple speak English as a result of having travelled internationally on business. In addition, Veronica is a wizard at designing and making bikinis from the wonderful Brazilian fabrics left over from the swimsuit company she used to own. Puerto Angel located 200 miles southeast of Acapulco — is a wonderful port of call, especially since the growth of the panga fleet at nearby Puerto Escondido has left cruising boats without any room to an-

Regrettably, we also got a negative report out of Puerto Angel.

"There was a distressing incident aboard my boat last December at the beautiful anchorage of Puerto Angel, Mexico," writes a singlehander who requested that his name be withheld. "While cruising up the Mexican coast from the Panama Canal, I was warned by another singlehander not to stop at Puerto Angel. He'd had lots of his boat gear ripped off

there, and when he later confronted a person who was trying to sell his binoculars, dive gear and fishing rods, he was told he would be killed if he didn't leave town immediately. Three other cruising boats, he told me, had also been robbed. l nonetheless decided to pull into Puerto Angel for one night and leave early the next morning, because I felt there wouldn't be a problem as long as I stayed aboard. Boy, was I wrong! Sometime during the night I was awoken by a noise. I sat up in my bunk — which that night was in the main salon - and listened intently. Hearing only the slap of the waves on the hull and on the beach, I went back to sleep. But when I awoke the next morning, I discovered that my boat had been boarded and that many items in the vicinity of the companionway had been taken: binoculars, backpack, camera and flashlights. I wasn't happy about this, because when thieves board occupied boats, it's only a matter of time before somebody gets hurt. I didn't report the theft to the authorities, as I didn't want

to get caught up in red tape, nor did l want to stay there longer and become a victim for a second time. I just wanted out ASAP. I'm still cruising Mexico, and I would appreciate it if you withheld my name and my boat name."

Robberies on occupied cruising boats are rare in Mexico, although Blair Grinoles' Capricorn Cat catamaran was boarded by an armed robber a few years ago off Buffadero - an anchorage with something of a sketchy reputation. Speaking of Blair and Joan, here's the latest from them. "We been in the Barra/ Tenacatita/Manzanillo area for the past couple of months, mostly entertaining family and guests, and will look forward to seeing everyone again at the Banderas Bay Regatta at the end of March. Right after that, we'll be heading across the Pacific once again, this time to the Line Islands. We'll spend a couple of weeks there, and then island hop to Malden, Starbuck, Penrhyn Atoll, Manihiki Atoll, Suwarrow and Samoa, at which point Joan plans to fly home for her 'grandma fix'. I'll spend most of the season in Tonga, then a friend will join me for cyclone sea-

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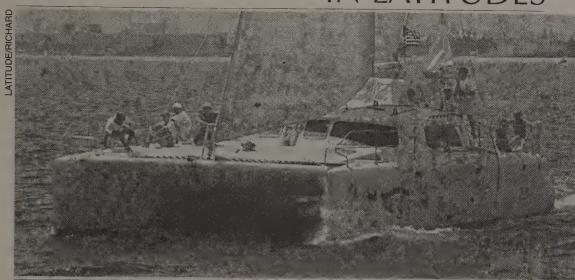
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IN LATITUDES

son up in the Tuvalu, Kiribati and Marshall Islands. We're looking forward to the wreck diving in the Marshalls. Then, if I can convince Joanie that it's the thing to do, I want to go back down and do Vanuatu and New Caledonia." If most people had outlined cruising plans such as these, we'd be a little skeptical. But Blair and Joan have sailed to Mexico for each of the last five — maybe even six — winters, and have still managed additional trips to Hawaii and the South Pacific.

The racing boats only take a few days to sail from Sydney to Hobart, Tasmania," write Rob and Mary Messenger of custom 46-foot sloop Maude I. Jones, "so our taking a month didn't break any speed records. Our crossing of the notoriously dangerous Bass Strait wasn't too bad, as we had strong winds but no dramas. We're now in Hobart, and have met some really wonderful folks. Tassie is like the South Island of New Zealand, because the scenery is spectacular and the hospitality is fantastic. As such, we hate to have to push on to complete our circumnavigation of the island, but if we're going to complete our crossing of the Southern Australian



Blair and Joan's well-travelled 'Capricorn Cat' is on yet another Mexico - Souther Pacific adventure this year. The boat has gotten around.

Bight the summer, we can't dillydally. The aircraft carrier **USS Abraham Lincoln** was here for five days, and we rendezvoused with an officer that we'd met 20 years ago when he was cruising the South Pacific with his parents. He was only 12 back then. It was interesting to talk with him and see how he's grown. Yesterday we toured a factory that builds 300-ft fast

catamarans for ferry service around the world. It was totally awesome to see how, they start with aluminum plates and get to the finished product. We're now off to see more spectacular Tassie scenery."

"I'd love to get in contact with the folks we knew in Mexico or the Pacific to see what they're all up to," report Matt Sponer and crew Erik Golts of the San Diegobased Passport 40 **Mary Frances**. "After the '99 Ha-Ha, we sailed through the Pacific, Australia, then motored through Indonesia. The boat is currently in Singapore. We had a wonderful time, and

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CHANGES

want to do it again and again. The parts I enjoyed the most were the passages and the weird places you get to visit. Lucy, who was born in Zihuatanejo, grew into a wonderful sea cat. However, I'm now going to live with my lovely girlfriend in Tucson and be normal for a while. By the way, I'm a big fan of how Latitude strengthens the West Coast sailing community - specifically through the Letters, Changes and editorial that wraps it all in a mellow context. Yeah! Imagine an icky alternate reality where there were only the national glossies. If I ever do the Ha-Ha again, I will seek out this mysterious Grand Poobah person and buy him drinks. As for all my old cruising friends, I can be reached at maryfrances@qbix.net." Thanks for the nice words, and we do hope you'll do another Ha-Ha.

'We wanted to let all the Puddle Jumpers know that we're back in La Paz and provisioning to leave for the Marquesas around mid-March," wrote Terry, Heidi and Carly Kotas of the Gig Harbor-based Cetus. "We will be checking around La Paz to find others heading across, and are hoping to get information on the radio skeds being set up by the larger group in

Puerto Vallarta. Can anybody help us with this?" No worries, folks. When Latitude's Andy Turpin returns from the March 3 Pacific Puddle Jump Party at Marina Paradise, we'll put that information on 'Lectronic Latitude so everybody can see

"We have been cruising the Sea of Cortez for over five years, and have spent time in many of the larger coastal cities in Baja and on the mainland," report Laurence and Bonnie Sheldon of the La Paz-based Magic Moon. "During this time, it's been obvious that stray dogs are a perpetual problem in the cities. Individually, each abandoned dog is constantly seeking food. As a pack, they become a social block that is dangerous to those outside of the pack. Here in La Paz, the dog packs run the streets and endanger themselves as well as humans. But at least there is now a new organization, Mascotas de La Paz, that has been formed to spay and neuter these animals and to place them. In the last 18 months, more than 150 dogs and cats have been placed

in good homes. If any cruisers or animal lovers would like to support the organization's work, they can write to: Mascotas de La Paz, c/o K.M. Mitton, 2314 Carriage Circle, Oceanside, CA 92056-3604. Or visit the web site at http:/ /www.baja.com/mascotas. Or call Rayo Blanco on 22 in La Paz."

"We know it's March already and a little late to write about Christmas, but what the heck?" write Alan and Patsy Mosley of the Long Beach-based Sedona. "In the true cruising spirit, about 25 Pacific Puddle Jumpers — those who crossed the big ocean from Mexico to the South Pacific — gathered once again for a huge potluck dinner at Tauranga Bridge Marina, Bay of Plenty, New Zealand. Many of us were from the Class of '99, but there were also crews from '98 and '00 that joined in. Santa - Kiwi cruiser Allen of Jenny M — made a visit to the delight of 24 happy children who came together, literally, from all over the world to celebrate this special time. Party organizer Diane Bain of Illusion persuaded her husband Peter to be the master of ceremonies and to lead the Christmas carols. Entertain-



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IN LATITUDES

ment included a piano and flute duet by Dave of Redwing and Debbie of Romance. Rod and Brenda of the San Francisco-based Glory Days were Santa's assistants. The '99 Puddle Jumpers who just couldn't — or didn't — make it out of New Zealand this past year included Ballerina, Brisa del Mar, Veronique, Juana Lucina, Red Wing, Ricka, Romance and Sedona. European boats included Panacea, Sea Light Star, Oris, Queen Tala, Scaffhogg, Neptune III, Nardis, La Zoe and Iyala. Visiting from northern New Zealand marinas were Billikin (Fred & Beda from Alaska), Tatanka (Wally and Kathleen from Southern California), Toujours (Tom and Bonnie from Southern California), and Escapade. Recent arrivals from 2000 were Lucid Dream, Equinox and Loafer. Most of us are trying hard to break ties this year to go offshore again, back to the islands and cruising lifestyle we love so much. But 'overstaying' a year in New Zealand is a memory that will always be close to our hearts. Tony Arnold, Tauranga Bridge Marina manager, and his various assistants, as well as chandlery owner Debbie



The Puddle Jumper Christmas Party in Kiwiland. From left: Beda and Fred of 'Billikan'; Bonnie and Tom of 'Toujours'; Alan and Patsy of 'Sedona'; Kathleen and Wally of 'Tatanka'; and Brenda and Rod of 'Glory Days'.

Thoms, go out of their way to provide friendly, helpful and affordable service. Tauranga and Mt. Manganui are 100 miles south of Auckland and centrally located for visiting the many thermal ar-

eas and the east coast of the North Island."

Before we sign off for this month, **yet** another plea: When sending a Changes or Cruise Notes, please, please, please include the boat name, boat type, skipper and mate, and hailing port. *Gracias!*





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LASER, 1982. With trailer, 2 sails, all the gear. Reinforced mast step, good condition. Sure is fun. \$1,200. Please call (415) 435-3640 before 9 p.m.

VANGARD 15, 1995. Hull #89, sail #269. Lightly sailed freshwater. Rubrail, compass, blade and gear bags. Calkins trailer with spare, hull bunk, oak boom and mast gallows. \$3,600. Redding. Call (530) 241-7623.

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1984 CANADIAN BUILT LASER. Has regular rig and Radial rig, 3 regular sails and one Radial sail. \$1,550. Call (408) 729-1662.

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CATALINA 22, 1992. Excellent condition. Wing keel. Main. Furling 135 jib. 150 mylar genoa. VHF, knotmeter, compass, depth-finder. Autohelm. Lewmar #16 winches. Boom crutch. New 4 hp Mercury. Extension trailer with surge brakes. \$9,800. Please call (530) 432-7512.

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MacGREGOR 22, 1982. Swing keel with trailer and 10 hp 4-cycle outboard motor. Good condition, original sails. \$2,700. Please call (408) 779-6423 or email: emgjsg@ix.netcom.com.

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CATALINA 25, 1981. Fixed keel, 9 hp Mercury o/b, main and 3 jibs. KM, DF, VHF, BBQ, compass, poptop, galley. In good condition and ready to sail. Photos at http://www.angelfire.com/electronic/rom/boat.html. \$6000/obo. Call (510) 229-2018 (wk) or (510) 666-9475 (hm).

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CAPE DORY 25. With Evinrude longshaft, good sail inventory, fresh bottom paint. \$4,500/obo or trade. Peter (510) 325-3249.

COLUMBIA 28, 1968. 3 sails, 3 anchors. Needs TLC, but all there. Non-running Atomic 4. Standing headroom, great potential and roomy. Come take a look. In Sausalito slip. \$2,500. Call (415) 218-5650 or email: nitai4@hotmail.com.

CATALINA 27. Recent standing and running rigging, Pineapple main, 120 jib and mainsail cover. New head, plumbing and seacocks. New bilge pump and depth-sounder. Hauled and bottom painted, Oct 2000, Bay Ship & Yacht. Atomic 4 in good condition with recently replaced distributor, plugs, fuel filter, fuel pump and carburetor. 2 new batteries. 2 extra mains, drifter, 140 jib and class jib. Owner bought a new boat and motivated to sell. \$10,000/obo. Call (925) 631-6610.

26-FT MARIEHOLM FOLKBOAT. International classic, full keel fiberglass sloop. Fast, easy, fun Bay cruiser. Safe ocean voyager. Good sails, new canvas, bottom. Depthsounder, knotmeter, Bruce and Danforth anchors, head, stove. 4-cycle 5 hp Hondalongshaft o/b. \$6,500/obo. Call (510) 235-2214.

CATALINA 27, 1977. Racer/cruiser. Compete or take your friends cruisin' and stay dry. 3 jibs, 2 mains, spinnaker. Autohelm, dinette, stove, head, cushions. New bottom paint 11/00. Will deliver to SF. \$9,500. Please call Paul (831) 624-1414 or email: paulnel@carmelabodes.com.

BENETEAU FIRST 28.5, 1988. Excellent condition, fresh bottom paint, forward and aft cabins. H/C pressure water, new dry-cell batteries. Speed, depth, Loran, stereo/CD. 2 sets of sails, one only 3 years old. Boat hauled yearly. Fresh oil change and new water pump, deep fin keel model. Moving up in size. \$30,000/obo. Please call (650) 949-5416.

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28-FT SLOOP, 1960. Designer S. Larson, Denmark. Mahogany on oak, teak deck. Perkins diesel with low hours. 6'8" hard dinghy fits on cabin top. Very good condition. \$25,000. Call (510) 703-8292.

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CORONADO 25, 1967. Sound body: needs deck paint. All new rigging. Ready to sail. Pineapple sails: jib, storm jib, main sail. 6 hp Evinrude o/b. Knotmeter, depth gauge, VHF, Loran, alcohol stove. Berth South SF. Looking for a good home. \$1,550. Please call (415) 931-1034.



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COLUMBIA 28 MK II, 1968. Evinrude 9.9 hp longshaft. 3 sails, spinnaker. 2 new batteries with charger. Shorepower, cockpit cushions. Sleeps 6, toilet. Nice Interior. Pictures at http://www.extralarge.com/sailboat. \$5,000. Call (415) 601-2143 or email: sadie lue@yahoo.com.

ISLANDER 28, 1978. Pretty Robert Perry racer/cruiser. Nice teak interior, new cushions, old electronics. Atomic 4, 7 bags sails, lines led aft, BBQ. Bottom paint 12/99 but needs cleaning, TLC. Coyote Point berth. \$10,500/obo. Call Paul (415) 258-8227 or email: paulha@sonic.net.

NOR'SEA 27, 1979. In great condition. Aft cockpit, roller furling, dodger, Autohelm, trailer. Yanmar engine, low hours. Pressurized water, Force 10 propane oven. Remodelled interior, cushions. Loran, VHF. Good storage. \$32,000. Please call (707) 935-6292 or (707) 794-4457 (wk).

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29-31 FEET

ALBERG 30, 1972. New diesel engine, new rigging, new everything. Buffed and ready to sail. Excellent condition. \$25,500. Call Adam (510) 697-5189.

NEWPORT 30, 1979. Excellent condition. Pacific Cup winner 1998. Many upgrades. New 1993: mast/boom, standing rigging, Yanmar, folding prop, rudder. Bottomfaired, no blisters. Painted 2/01. Wheel. New electrical panel 1994. Wind pt/speed, depth/speedo, sail comp, VHF, SSB, stereo, CNG. 2 water tanks, holding tank. Quick vang, main, 155, 130, 110, 3/4 oz spin, 1-1/2 oz snuffer, new 1998, used once. New main/wheel cover. Must see to appreciate. \$21,000. Call (415) 382-8422.

CATALINA 30, 1983. Universal diesel. Harken furling. VHF. Pressure hot water, shore power, battery charger. 8-ft inflatable with electric motor. Located Camp Pendelton Marina, CA. \$25,000/obo. Call (760) 414-9223 or (831) 768-9156 or email: jmrsurf@aol.com.

PACIFIC SEACRAFT MARIAH 31, 1977. With MKII bowsprit. Cutter rig. Beautiful, best of fiberglass and old wood, very liveable. Hot/cold pressure water, enclosed head and shower, fridge, cabin heater. Built extremely tough, outsails all others in its class. '00 upgrades include Raytheon ST4000 Tillerpilot GP, complete charging system with Balmar MaxCharge regulator, new batteries, high-output alternator. Owners moving to power. \$64,000. Please call (510) 599-0111.

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CATALINA 30,1982. 2 mains, mylar, furling jib and genoa, spinnaker. Self-tailing winches. Hot/cold pressurized water, refrigerator, new VHF and am/fm cassette. Universal diesel, autopilot, new rigging. Berth at South Beach Harbor, SF. \$24,000. Please call (505) 628-8610 or email: s7man@pccnm.com.

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CATALINA 30, 1982. Scotch Mist. Gas, furling jib, wheel with autopilot, dodger. VHF, CD/stereo, electric head. Recent haulout and survey; "above Buck". At Tahoe. \$25,000. Please call (775) 267-2785 or email: mariahsugden@hotmail.com.

COLUMBIA 31, 1966. Plastic classic. Good condition. Sturdy family or beginner boat. Liveaboardable. Atomic 4 engine, swing keel. Shoal boat. Just enough wood trim. Charming. Located in Brisbane Marina, 4 miles from scenic SF Bay sailing. Appraised at \$15,000. Asking \$13,500. Call Phil (650) 726-2555.



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RAWSON 30, 1963. Original everything plus bowsprit. Gas engine totally dead. 4 sails, one set tanbark, one set white. Bottom maintained, paint reasonable. Great project boat. Seller will finance with significant down. \$8,500/reasonably close. Call (707) 964-3960.

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CATALINA 30, 1981. Roller furling, Full batten, Autohelm 4000, wheel, speed, depth, Loran, head, pressure water heater, diesel. Gel batteries, shorepower charger, cassette, cockpit speakers, electric capstan. Sleeps 7. Wiring upgrade, stove, dodger, VHF. Vallejo. \$19,200/obo. Call (209) 602-1370.



OLSON 30. Well maintained boat with many upgrades. Double spreader rig. Jock strap. New Honda 4-stroke outboard. Epoxy bottom. Year old headfoil and running rigging. GPS, Loran, KVH compass. \$15,500. Call (415) 334-8015.

32 TO 35 FEET

ERICSON 35, 1974. Diesel 800 hrs. Wheel steering, roller furling, full batten main. Pressure hot water, shower good. Ongoing maintenance, ready to sail. \$29,000. Call (760) 721-5761 or email: cbarry1013@aol.com.

CAL 35, 1974. Restored cruising boat with raised pilothouse. New 50 hp Volvo diesel engine. New canvas and dodger. New swim ladder. New propane stove system. Located in San Carlos, Mexico in northern Sea of Cortez. Liveaboard there and sail or head south. Boat is ready. Health forces sail. \$49,500. Call (530) 345-1477 or email: iernst@sunset.net.

RAFIKI 35, 1980. Sloop. New Yanmar 3GM30 diesel. Autohelm, 1000 ft depth, VHF, stove/oven. Two cabins, large head with shower. Teak deck. Excellent cruiser or liveaboard. Original owner. Photos on Internet. Brisbane dock. Call for brochure. Asking \$59,000. Call (408) 867-9202.

WESTSAIL 32, 1974. Factory finished. Teak decks and interior. Upgraded 1998. New Perkins M50, standing rigging. Radar, SSB, refrigeration, watermaker, EPIRB406. Also windvane, autopilot, inflatable, outboard, liferaft. Many custom features. Excellent condition. Located La Paz, Baja. \$59,000. Email: KF6PMJ@winlink.org.



SEA SPIRIT ANGELMAN 34, 1970. Gaff rig ketch. Mahogany hull over oak with copper rivets. Perkins 4-107 diesel. S/S fuel tank. Robertson autopilot. New sail and taffrail covers. Well above average condition. Meticulous owner. Relocating out of Bay Area. \$34,000/obo. (650) 329-5298.

J/35, 1988, #220. Cruising interior, wheel steering, H/C water, new Yanmar. Harken RF, KVH instruments, Northstar GPS/Loran. 9 sails, templated foils, needs nothing. Cruise the San Juans and sail her home Located in WA. \$72,000. For photos and details please call (425) 337-0304 or email: bblosten@seanet.com.

PETERSON 34, 1980. User-friendly IOR racer/cruiser by Doug Peterson ready to cruise or race on either side of The Gate. Custom Sparcraft mast and elliptical keel by Alan Andrews. North and Ullman sail inventory plus new roller furling. Also new: running rigging, canvas and shore power. Signet electronics. Yanmar 22 hp diesel. \$37,900. Contact your own broker or the owner directly (650) 852-9916 or email: lwestland@btcommercial.com.

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ISLANDER 35, 1966. Sloop. Bluewater cruiser. Fiberglass, modified full keel, 10-ft beam. Diesel, 5 sails, 3 anchors. Needs work, must sell, make offer. Near Rio Vista, CA. Please call (209) 369-6261 or email: VERNRATH@email.com.

ERICSON 32, 1969. Rebuilt Atomic 4. Radar, GPS, VHF, propane stove/oven. Dodger, TV/VCR, liferaft. EPIRB, roller furler, Autohelm 4000. All lines led aft. \$15,000. (415) 380-9954.

HOBIE 33, 1985. Fixed keel. Race ready. New standing rigging, lifelines. Harken hardware. Good North sail inventory, plus extras. Can be seen at www.mackconsult.com/warrior/. \$25,000 includes trailer. Located in Oregon. Will do partial delivery. Call (503) 653-1610 or (503) 407-5966 (cell).

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ALLIED SEAWIND II. 32-ft ketch. Thomas Gilmer designed offshore cruiser. Refit 1995. Monitor windvane, roller furling, full sail inventory. Ham radio, radar, GPS, watermaker, sewing machine. Spares. Check Allied Seawind webpage for reviews. Call for full inventory. \$52,000. (510) 915-5146.

WESTSAIL 32, 1974. Custom interior, teak decks. New systems include 9 amp solar, regulator, propane, custom stern rail, monitor, plus much more. Must sell by April 14. Will take best offer over \$48,000. Call (619) 813-2212.



34-FT ROBERTS, 1991. Steel. Custom built Water Line Yachts. Major refit 1999/2000. Currently cruising South Pacific. Returning to California April 2001. Will ship or deliver worldwide. Has all the amenities. Too much to list. \$75,000. Email for specs and pictures: sloutitt@yahoo.com. Call (250) 635-4855.

COLUMBIA 34, 1972. Extremely roomy and comfortable. Excellent headroom. Strengthened for coastal cruise. Grey Marine gas. Recent new rigging. Possible San Francisco Marina Green slip. \$25,000. Call (707) 994-6647.



FUJI 32, 1977. This impeccably maintained, Alden-designed offshore cruising ketch is ready to go anywhere. Over \$12,000 in upgrades in last 18 months..10 bags of sails including new (never out of the bag) main, mizzen, genoa, and storm jib. Dodger, 40 hp diesel, 40 gallons fuel, 50 gallons water, Hot/cold pressure water, propane stove/ oven, cabin heater. Radar, GPS, VHF, digital speed and depth. 3 anchors, windlass, roller furling, autopilot, Monitor windvane. 4-person coastal liferaft. Relocation forces sale. Recent out-of-water survey (8/99). This is a beautiful and strong cruise-ready boat. Reduced to \$46,500. Call Eric (510) 332-3579 or ericwal@mail.com.

PEARSON 34, 1984. HaHa vet. All cruise equipped. Hydraulic pilot, radar, two VHFs, GPS, stereo, fridge, solar panels, 3 banks batts, EPIRB, 100 amp alt., smartcharger cruisin' chute, 4 anchors, dodger, 3 cyl diesel - low hours, maxprop. Mucho mas. Sausalito slip. \$60,000. Please call (707) 568-5717 or email: sails@fastyak.com.



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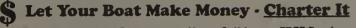
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PETERSON 34, 1978. Hawaii doublehanded vet. Clean, strong. Add minimal equipment and be ready to go cruising. Structurally stiffened for performance ocean voyages. Yanmar diesel. Interior extensively modified/upgraded providing extremely comfortable and efficient liveaboard/cruising amenities with abundant storage. Easy access to systems. Double spreader rig with 9 sails including spinnaker, 170% drifter and inner forestay for staysail/storm jib. Windvane, windlass, 3 anchors, dodger, cockpit awnings, refrigeration, etc. Marine surveyor's personal yacht, \$42,500. Call Doug or Dolores (510) 235-6679 or email: dshotton@surfree.com.

1993 BENETEAU 35S5. Racer/cruiser. Never raced, used as Bay daysailer. VHF, Dutchman, Tri-data, all lines led aft. Fast, beautiful below decks, mahogony. Keel recently faired, bottom painted. Low hours on Volvo diesel. \$79,000. Call (650) 968-8501.

HUNTER 336, 1996. Excellent condition. Walk-thru transom. Large aft cabin. Spacious, bright interior. Yanmar diesel with low hours. Dodger, autopilot, wind instruments, roller furling. Loaded with options and upgrades. \$78,000. Please call (916) 652-1129 or email: DDHanratty@aol.com.



ATKINS ERIC 32, 1978. All teak. 50 hours on rebuilt Volvo MD3B diesel. Dodger, Monitor vane. Webasto forced air central heat, Boat show condition since new. Cruise veteran. Very comfortable. Beautiful interior. Teak decks. Sails very well. \$44,000. Please call (510) 234-9552.

BALTIC 35, 1986. Great aft cabin. Light use. Teak cockpit, bridgeway, and mastfoot. Headsails: 85, 95, 150, 135rf, 1.5 chute. \$70,000. Call (408) 328-6817.

SAN JUAN 34, 1982. Modified for cruising. Monitor, Yanmar, furler, radar, windlass, 200-ft. chain. Upgraded rigging, winches, hardware. Lines aft. Dodger, weather cloths, Force 10 2-burner, refrigeration, new cushions, 10-disc CD, spinnakers. \$39,000. Ventura. Call (805) 218-6798.

CATALINA 320, 2000. Diesel. Upgraded equipment. Double reef main, roller furl genoa, all halyards/reef lines led aft. Oversized bow/stern ground tackle. Speed, depth, GPS, VHF, AM/FM, BBQ. Walk-thru transom. \$79,000. Call (805) 570-9821 or email: randy@sbguide.com.



ALBERG 35,1965 BY ERICSON. 27 hp diesel. New transmission. Dodger, spare sails, windvane, pedestal steering. Heater, head, stove, refrigeration. Hauled 4/00 and surveyed at \$26,500. No blisters. Sailed weekly and in good condition. Distress sale. \$20,000/obo. Call (831) 214-2754.



OPUS 34, 1983. Danish built, Swan quality. For sale by original owner. 25 hp Volvo diesel with 3-blade folding prop, 3 jibs, 2 mains and spinnaker gear. In great condition and fully equipped. This beautiful tumblehome sloop is a must-see. \$49,000. Call (415) 383-3154.

CATALINA 34, 1989. Andromeda. Great shape Universal diesel, Martec folding prop, 3 jibs, 2 spinnakers, Harken furling, full batten main with dutchman furling. WS, DS, KT, VHF, Autohelm 3000, CD player. Microwave, battery charger, Bruce anchor. CSC bottom. \$59,900. Call (415)

CREALOCK 34, 1987. 13 years TLC by only owner. Completely cruise equipped. New rigging and chainplates. Provision and go. Lying Honolulu. Photos and inventory at Web site: http://home.hawaii.rr.com/nisku. \$125,000. Please call (808) 947-1612 or email: nisku@hawaii.rr.com.

DREADNOUGHT 32, 1982. Heavily built fiberglass bluewater cruiser. Similar to Westsail 32. Cutter rig, 6 sails, Westerbeke diesel, VHF, depth. Beautiful cozy interior with heater, head, dinette, galley, propane stove, refrigeration, etc. Panama Canal vet. Absentee owner will sell "as-is". \$30,000 (cash). Please call (415) 332-6501 or email: marinexch@aol.com.

36 TO 39 FEET

ESPRIT/VALIANT 37, 1978. Built by Nordic Yachts. Extensive sail inventory, tall solid rod rigging. Equipped for cruising. Absolutely no blisters. For more details visit http://www.concentric.net/~lawell/ felspecs.html. \$84,900. Call Gregory at (510) 593-8049.

FISHER 37 PILOTHOUSE 1977. Forest green hull. 80 hp Ford diesel, 100 gal water/ fuel, new hot water heater, diesel cabin heat. 45# CQR with 200-ft chain. Tanbark sails in great condition. This vessel is extremely clean and ready to go. \$87,000. Call (206) 409-1737.



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HANS CHRISTIAN 38 MK II, 1979. New main/jib/yankee/spinnaker/standing rigging 1995. Windvane, solar, inverter, cabin heater. SSB, GPS, autopilot, radar, VHF. Liferaft, 2 dinghies. Glacier Bay refer. 50 hp diesel. San Francisco, CA. \$104,500. See at http://boostmyscore.dyndns.org/sugata. Call (415) 305-4877.

ALAJUELA 38. Classic, swift, well-maintained Bay Area yacht for sale in Sitka, Alaska. Enjoy cruising her home down the Inside Passage. Loaded with gear and extras. Complete 1999 refit. New Yanmar diesel with 550 hours. \$125,000. Please contact Kent (510) 531-8400 or email: romanoff@pacbell.net.

CASCADE 36, 1982. Sloop. Structurally factory built. New interior, rigging, autopilot, radar, VHF, etc. Hard dodger, aft cabin, radar arch, davits. Excellent condition. Seldom used. \$57,500. Call (510) 521-1966.

38 FT CHRISTENSEN SLOOP. Documented, aft cockpit cruiser. 38 hp Volvo Penta diesel with fresh injectors and pump. New 11 gal. with heater, holding tank, thru hulls. Propane 3-burner stove/oven. 4 sails. Over-sized V-berth. All safety gear, extras. Must see, very clean. \$32,500. Please call (650) 799-9222.

INGRID 38, 1997. Bluewater Boats fiberglass hull, custom finished for world cruising. Gaff ketch, tan sails. Lead ballast. Insulated throughout. Yanmar diesel, Aries. liferaft, four anchors. Propane stove and heater. Voyaged: Chesapeake to Fiji. Lying East Bay. \$78,000. (252) 745-3247.

TARTAN BLACKWATCH37 YAWL, 1966. Ted Hood's Little Harbor 37 design. Built in Ohio by Tartan. Cruise ready or liveaboard. Comes with Moss Landing north harbor slip. \$47,950. For extensive gear list and pictures: www.surfnetusa.com/martinburs. Please call (831) 728-8837.



CS 36, 1984. Performance cruiser. Excellent condition. Quality fiberglass construction. Teak interior, dodger, radar, SSB, weatherfax, autopilot, windvane. Electronics refurbished 1998, includes GPS/navplotter. 6-person Avon liferaft, 100-gal water tank, etc. \$75,000/obo. Please call (530) 297-3060.

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INGRID 38. Sloop rigged. Ferrocement hull, Profurl, electric windlass, 60 lb CQR with 300-ft 3/8" chain. Autohelm, windvane, 50 hp Westerbeke, GPS, VHF, freezer. Boat in La Paz. See details and pictures at Web site: www.bajayachts.com. \$25,000. Call (510) 534-5526.

CATALINA 38, 1981. Diesel, furling, dodger, new interior, inverter/charger/6 batteries. New propane stove, H/C pressure water, refer/freezer, microwave. Stereo, radar, VHF, TV/VCR. All Bristol. \$55,000/obo. NPB. Call Jack (949) 760-0146.



PASSPORT 37, 1986. Performance world chuiser. Tall tig, Profurl, cruising spinnaker. New rigging, refrigeration, dodger, interior cushions, canvas, GPS, radar, chain. Stall shower, autopilot, solar panals, SST/Ham, 4-cyl diesel. Sharpboat. Ventura. \$125,000. (805) 644-7034 or email: jraltatoo@aol.com.



MORGAN 38, 1993. New design. Spacious and airy. Center cockpit cruising boat. Fully outfitted. Just returned from Caribbean cruise and ready to go again. Berthed St. Petersburg, FL. Island queen berth in large aft cabin with walk-thru head and shower. V-berth with head. Walk-thru galley with stove. Frig/freezer, microwave, watermaker. Full cruising instruments with autopilot, radar, GPS, EPIRB. Wing keel. Dodger/bimini. Liferaft. Solar panels, wind generators, portable air conditioner. Stereo/CD, TV/VCR. Dinghy. \$139,000. For detailed list, questions, pictures please call (415) 948-8822 or email:bobwrigley @aol.com.



PANDA 38, 1983. Solid cruiser with extensive offshore equipment. For sale by original owner who kept boat in Bristol shape. Beautiful warm teak and spruce interior. Ushaped dinette. Full separate shower. Wraparound galley. 140 gal. water, 80 gal. fuel. 44 hp Universal diesel with low hours (<4,000). AC 10 hp generator (<3,000 hours). 20 gal/hr watermaker. Dual refrig. systems, 2 autopilots, Headsail furling, cruising spinnaker, full batten main, Staylok fittings, GPS, VHF, radar, all sailing instruments. 5 anchors, 300 ft 5/16 high test chain plus 800 ft 5/8 line. 406 EPIRB. Givens 6 person liferaft, parachute anchor, drogue and much more. Boat is currently in San Carlos, Mexico. See more at Web site: http://panda38.slickness.org/. \$147,500. Please call (805) 376-2291 or email: restless6@hotmail.com.

HUNTER 36, 1992. Vision. Freestanding mast, batt main, jax, furled jib, power winch, Yanmar, Autohelm, GPSmap: Dodger, bimini, teak interior, full galley, 2 cabins, head, EPIRB406, dinghy, steps. Health forcessale. \$96,000. Ballena Isle, Alameda. Please call (510) 337-9703 or email: rjansen916@aol.com.

ERICSON 38, 1982. Original local owner. 32 hp Universal diesel, clean, low hours. 60 gal. fuel, 100 gal. water. Roller furling jib, 2 cabins, full sized shower. Full specs. available upon request. Berthed in Berkeley. \$72,000. Please call (925) 314-9599 or email: Ericson222@aol.com.

LANCER36, 1981. Racer/cruiser, designed by Bill Lee. Large cockpit, dodger, wheel, radar, autopilot, 20 hp. Yanmar diesel. Water heater, shower, but cabin mildewed, needs new cushions, etc., some mech. work, and a haulout. \$18,000/obo. Please call (510) 482-1866.

TARTAN 37,1982. Equipment installed new Jun/2000: All standing rigging, running rigging, PYI 3-blade feathering prop, ST-60 wind/depth/speed instruments, ST-4000 autopilot, 3 series-31 gel batteries, bottom epoxy barrier coated and Copperpoxy painted, mast sandblasted, painted, rewired, interior rewired. Other equipment includes refrigeration, stove, airconditioning, pressure water, inverter, radar, radar arch with bimini, GPS, Loran, Avon, 4 hp Evinrude, 8 new-in-box SS ports with screens, more. Located Santa Barbara. \$75,000. Call (805)-886-6556 or email: sundog@mail.com.

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CHEOY LEE 41, 1981. Ketch. Richards design. Located in San Carlos, Mexico. Summer 2001 in San Francisco Bay area. Web site: www.CheoyLeeAssociation.com. \$78,000. Please write to email on board: ke6csn@winlink.org.

PEARSON 424 KETCH, 1982. Great cruiser. Perfect liveaboard. Epoxy bottom 5/00. Max prop. Engine refit 1999. Radar, GPS, fridge, autopilot, davits, solar, dodger, energy monitor, wind generator, windlass, forced-air heat. \$110,000. Please call (510) 654-1577 or email: kbatchlr@pacbell.net.

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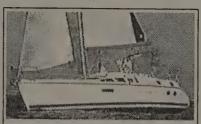
TA CHIAO CT 41, 1979. Owner-supervised construction, yard-customized including aluminum masts, Airex core. Magnificent traditional cruise-ready ketch. One owner, professional fine furniture builder, has continually upgraded systems. Top quality cruising equipment. Robertson autopilot, Furuno 24 mile radar, ICOM SSB, Maxwell 3000 windlass and improvements. New Force 10. Corian countertops. Sterling LP on cabin in 2000 for low maintenance. Always maintained to the highest standards. Still being cruised locally, most recently San Clemente Island, Christmas 2000. Full specs available. Call (619) 283-3406 or email: designsculpture@earthlink.net.



AMEL SHARKI 41, 1987. One of the world's finest offshore sailboats. Safe, solid, practical, easy to sail. Three watertight collision bulkheads. Hard dodger, weather protected helm station. One-piece (no hull to deck joint) fiberglass construction. Two staterooms. Extremely efficient freezer/fridge. Isolated engine room, Perkins 4-108, recent total rebuild. Unsurpassed storage. Rich African mahogany. Recent upholstery. Serious ground tackle. Diesel-fired forced-air heating. Fully equipped for cruising. Wind generator. Windlass. BBQ. Dinghy, outboard. SSB, radar, autopilot, GPS, B&G instruments, stereo. Liferaft. Galley supplies. Bring personal stuff, food and move aboard. This quality boat is loaded. Excellent condition. Ready to go cruising now. Located Richmond. Reduced price. \$149,000. Serious buyers only, call (530) 344-8114 or email: Questerfm@aol.com.

SCEPTRE 41, 1991. Pilothouse cutter. Raised settee with inside steering and controls. 3 jibs. Cruising chute with snuffer and fully battened main. ComNav autopilot, Monitor windvane, Balmar Aquapac watermaker and 200 amp charger. GPS, radar, Autohelm ST 50, depthsounder, speed, wind with repeater. New dodger and bimin. 1999. US \$265,000. For full list and information please call (250) 478-2712 or email: mwmulvey@cs.com.

SLOCUM 43, 1985. Cutter, Bristol condition. Sturdily built modern version of a traditional cruiser. Spacious and comfortable interior. 2 private cabins, separate tub/shower. Beautiful woodwork throughout interior. Very well equipped for cruising. Located Sausalito. \$169,000. For complete information call (650) 654-9008 or email: jwsails@mindspring.com.



HUNTER PASSAGE 420, 2001. Virtually new fully loaded 42-ft center cockpit sloop. Roller furling jib/main. Yanmar 62 hp turbodiesel. AutoProp feathering propeller. Autohelm radar/chart plotter/autopilot/instrument package. VHF, 2000w inverter. Dodger, full canvas cockpit enclosure, cockpit cushionsc electric windlass. Delta anchor with chain/rode. Vacu-Flush heads. TV/VCR, AM/FM/CD stereo with 6 speakers, microwave, Corian countertops. Quick-silver 10.5-ft inflatable with 6 hp Mercury 4-stroke o/b. Lots of storage space, excellent liveaboard. More info at Web site: http://members.aol.com/passage420.\$225,000. Please call (510) 523-8758 or email rwise@aol.com.

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TARTAN 40, 1989. Beautiful, strong, performance bluewater cruiser. Kevlar hull, scheel keel, cutter rigged, hard dodger, refer/freezer, radar, HAM/SSB, GPS, autopilot, inverter, watermaker and more. See complete specs and photos at Web site: www.geocities.com/obsessionSV. Exceptional value. \$145,000. Call (805) 545-8715 or email: SVobsession@hotmail.com.

CATALINA 42, 1999. 3 staterooms. Excellent condition. Raytheon speed. Depth, GPS, 24-mi. radar, Jensen CD/AM/FM player. 2 reef main with dutchman. 300-ft. chain on bow with electric windlass. Oversized stem ground tackle. BBQ. Great value. \$175,000. Please call (805) 570-9821 or email: randy@sbguide.com.

HUNTER 410, 1999. With extensive offshore package, dodger, roller furling main and jib. GPS, chartplotter and radar open your horizons on this nearly new vessel. Replace at \$240,000. Asking \$187,500. Located Sausalito. Call (530) 521-2175.

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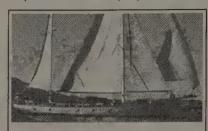
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32-FTSANFRANCISCO BAY BIRD, 1923. Flush deck sloop. Built by the Stone Boat Yard for the Bay. New paint. Custom built for Reginald Denny, silent movie star. Currently in Santa Barbara. \$20,000/obo. Call Gary (805) 965-1675.



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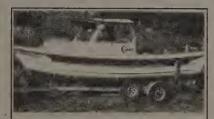


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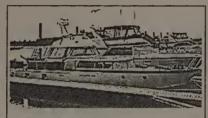
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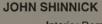
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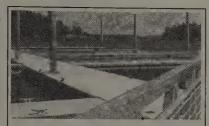
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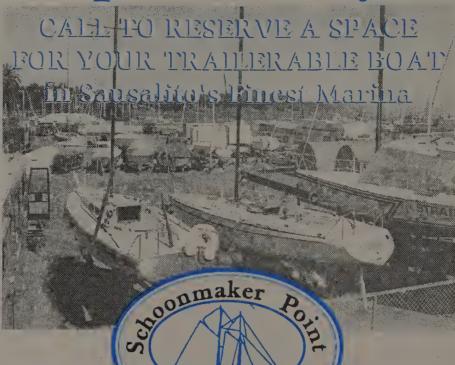
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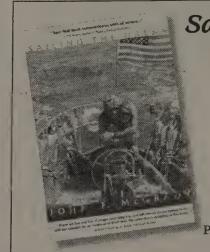
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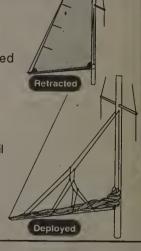
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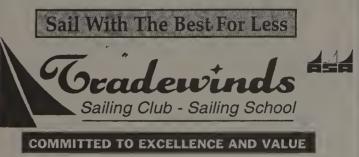
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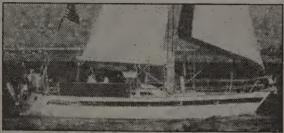
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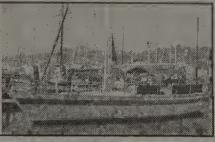
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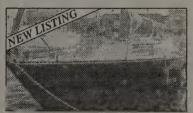
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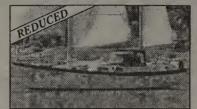
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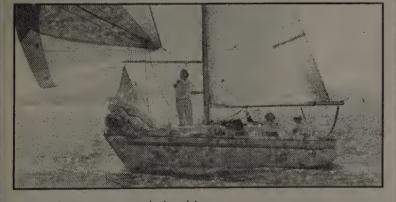


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Scarpia	Scarpia 72	Lady Julie	St. Martin	1991	\$435,000
Wauguiez	Centurian 61s	Mea Culpa	St. Martin	1994	S660,000
Beneteau -	Oceanis 510	Lau Cagnard	lanian, Greece	1994	\$165,100
Beneteau	Oceanis 510	Le Latai	Marseille, France	1992	\$165,100
Beneteau	Oceanis 510	Marian Seagull	Marmaris, Turkey	1993	\$165,100 \$165,100 \$172,600
Beneteau	Oceanis 510	Zama	Palma, Balearics	1994	\$180,200
Beneteau	First 47.7	First 47.7	Southamptan, UK	2000	\$287,500
Jeanneau	Sun Odyssey 45	Mamma Babs	Tartala	1996	\$220,000
Beneteau	Oceanis 440	Star Appeal	Tartala	1991	\$ 94,600
Benereau	Oceanis 440	Garde Rayale	Carsica	1991	\$102,100
Beneteau	Oceanis 440-D	Perili		1994	\$111 gnn
Hunter	40.5	Kerry Girl	Tartala	1996	\$ 95,000 \$117,000
Hunter .	40.5	Bacchus 11	Tartala	1996	\$117,000
Benetegu	Oceanis 400	Octopussy	Largs, UK	1994	\$112,300
Beneateu	Oceanis 400	Wayward Bisha	Marmaris, Turkey	1995	\$ 93,800
Beneateu	Oceanis 400	Petite Cherie	Bretagne, France	1995	\$ 94,600
Beneateu	Oceanis 400	Havika	St. Vincent	1994	\$ 93,800
Jeanneau	Sun Odyssey 37	Maansilver	Marmaris, Turkey		\$ 75,100
Wauquiez	Centurian 36	Blanche Belle	St. Martin	1994	\$135/000
Wauguiez	Centurian 36	Magnum	St. Martin	1994	\$120,000
Beneteau	Oceanis 351	Ilana	Tartala	1996	\$ 66,000
Beneteau	Oceanis 351	Sea Ya	St. Vincent	1994	5 62 000
Benetegu	Oceanis 351	Maripasa	Tartala	1994	\$ 55,500
Beneteau	Oceanis 351	Camuela	Milina, Greece	1995	\$ 67,600
Beneteau	Oceanis 351	Michele	Annapalis, USA	1995	\$ 81/100
Hunter	336	Jahnny Cake	Annapalis, USA	1995	\$ 57,000
Hunter	336	Augusta	Tartala	1995	\$ 49,000
Beneteau	Oceanis 321	Pintail	Leda, Greece	1995	\$ 52/500
Beneteau	Oceanis 321	Dream Chaser	Tartala	1995	\$ 49,500
Beneteau	Oceanis 320	Lavezzi	Tartala	1988	\$ 79,000
Beneteau	First 305	Drakata	Tartala	19BB	\$ 93,800 \$ 94,600 \$ 93,800 \$ 75,100 \$ 135,000 \$ 66,000 \$ 62,000 \$ 67,600 \$ 81,100 \$ 57,000 \$ 49,000 \$ 49,500 \$ 29,300 \$ 29,300 \$ 40,500
Hunter	295	Mandylau	Tartala-	1995	\$ 40,500
Hunter	295	Girls Day Off	Tartala	1995	\$ 40,500
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33' CONTESSA. 1985. Built by J. Rodgers and designed by Robert Humphreys, this exceptionally fast Contessa 33 is ready to race. Full interior ash & teak joinery, every electronic, 11 bags of sails. Fast & fun.

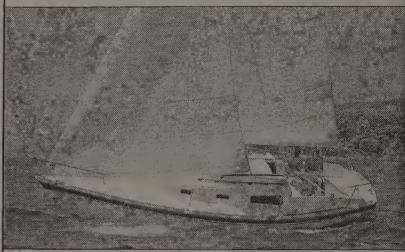


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37' TAYANA, 1979

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36' NONSUCH CAT RIG, 1987

This stiff, seakindly vessel is a breeze to sail shorthanded, and is at home in SF Bay conditions. With new full-batten sail, new running rigging, new bottom paint, new cockpit cushions and meticulous maintenance, Fast Lucy is Bristol and is presently the only one for sail on the West Coast. Lying in Sausalito YH, slip can transfer with

vessel.
Reduced to \$122,000



46' ERICSON, 1973 This innovative Bruce King-designer racer/cruiser was the largest yacht King-designer racer/cruiser was the largest yacht Ericson ever built, and with 20 hulls launched, was quite successful. This particular vessel boast much updated equipment including rebuilt Perkins diesel, replaced running & standing rigging, replumbing & rewired. She represents a real value at present and warrants your serious attention if considering a practical liveaboard or comfortable cruiser. JUST REDUCED, NOTE THAT THIS IS THE LEAST EXPENSIVE 46' FIBERGLASS CRUISER OF RACER/CRUISER LISTED ON YACHTWORLD AT PRESENT! \$79,500



5 & S YAWL, 1969 This S&S-designed yawl, built in Buenos Aires to exacting standards, shows bristol. Entire boat just repainted, all brightwork perfect, including teak decks. Aluminum spars, keel-stepped main mast, recent Harken roller furler, numerous sails reconditioned and in very good shape. Most systems either new or rebuilt. Westerbeke 40hp diesel w/1 225 hours just sopied Sauralite die in w/1,225 hours, just serviced. Sausalito slip in newly rebuilt marina can transfer. Outstanding recent survey by one of Bay Area's most de-manding surveyors. Reduced to \$129,000



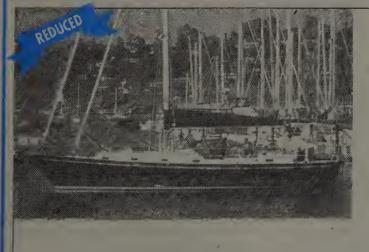
Bristol vessel shows much pride of ownership, many upgrades, must be seen. Practically new sails, dodger, B&G instrumentation, CD stereo system. Renovated interior, redone brightwork, cushions and curtains. Rebuilt fuel tank, 40hp Westerbeke diesel. Sausalito Yacht Harbor slip can transfer.

\$99,000



38' NANTUCKET, 1984

38' NANTUCKET, 1984
Center Cockpit Sloop. This comfortable cruiser was extensively refurbished in 1997 (new teak deck, new stanchions and lifelines, new Lewmar hatches, new head, new galley washer/dryer installed, interior wood refinished) and since then the hulls have been replaced, a new battery charger and alternator installed and the Yanmar diesel overhauled, roller furler, extensive sail collection, sails in good condition. Large fin keel, skeg-hung rudder. Vessel shows well and is a good value overall. \$92,000



ee at yachtworld.com/marottayachts

46' SPINDRIFT, 1983

Bristol example of this lovely cruising yacht. Dark blue hull, teak decks, full keel with cutaway forefoot, skeg hung rud-der. Two staterooms, two full heads, 6'4" headroom, 90 hp Ford Lehman diesel with low time. Harken roller furling headsail and staysail, full batten main with BAT car, drifter, sails practically new as is the running rigging. Prime Sausalito Y.H. slip can transfer.

Reduced to \$220,000



CATALINA 27, 1990

Very clean example of this popular Bay sailer. This particular vessel has been extensively updated over the last year: new head sail, new main sail, new roller furler, new isinglass in dodger, new head, new Dutchman system for main. Universal diesel with low hours. Sausalito slip can transfer.

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46' PAN OCEANIC, '86. Ted Brewer Seastar. True warld cruiser. Rebuilt engine, inside steering, campletely laaded. Asking \$169,000. Asking \$169,000.



40' PASSPORT, '86. PraFurl RF, Sabstad sails, full batten main, spinnaker, Heart inverter, washer/dryer, custam cabinets, SSB. Half Maan Bay slip. \$164,500.



38' FALES, '79. Rugged cruising ketch. Liferaft. A/P. windvane. EPIRB. Furuna radar, new dadger, Bastan Whater dinghy w/new OB. Perkins w/200hrs. \$85,000.

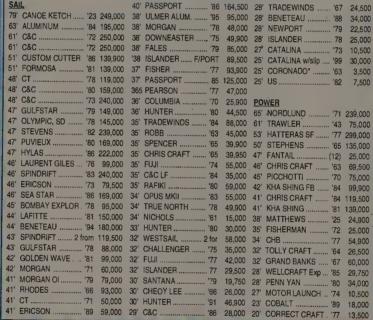


44' LAFITTE, 'B1. Perkins 4-10B w/ 600 haurs. Mast & baam repainied, new standing/running rigging, fully bat. main, aversized winches. Perry design. \$150,000





43' SPINDRIFT, '81. PH. 3 strms. Extremely well maintained vessel. Many recent upgrades. Turnkey vessel. Tradefar praperty \$149,000. Alsa 'B1 \$119,500.





47' GULFSTAR SAILMASTER, '79. Shaws exceptianally well. 135hp Perkins diesel. Great liveabaard Centerline queen aft. Galley dawn. \$149,000.



at a great price. Excellent liveabaard. Black hull Must see. \$139,000.



44' BENETEAU OCEANIS 445, 1994 10B. Alum. Spar. Classic by Bruce King. \$59,000. Moximum performance with minimal effort. In-Most Mainsoil Furler, Autopilot, SSB, GPS, Four



MORGAN 38, '78. Fin keel, skeg rudder, Yanmar diesel. great daysailer/cruiser. \$55,000.

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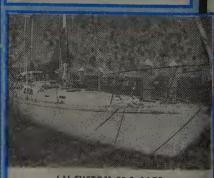
34' TRUE NORTH, '78. Stan Huntingfard design. Great liveabaard/cruisr. Self steering, radar. \$49,999.



48' C&C. LANDFALL 1980. In San Diega and Custam 1973 in sausalita. Bath great cruisers. \$159,000 and \$240,000.



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61' CUSTOM C&C, 1972. Center Cockpit Deckhouse Ketch. Recent refit. Exceptionally comfortable. Beautiful interior. \$250,000.

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40' ALDEN KETCH. 49' laa. dsl, dbl reef main, mizz, club, 90 &100% jibs. spin, mizz. spin, mizz staysaills, wheel. Nice! Asking \$56,500.



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45°TUG, 1946, 671 dsl, cedar an oak, FB twin helm, H&C water, shawer, galley, radar, A/P & mare! .. 25,000 43' STEPHENS CLASSIC M/Y, fully

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dual helms ... 12,500
32' TLUHRS FLYBRIDGE sdn, f/g, twins,
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28' CARVER, nice/roomy, 0/D 12,950
28' CARVER, nice/roomy, 0/D 12,950
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enclosure, very clean ... 10,500
22' REINELL, Cuddy Cabra VB I/0, full
enclosure, very clean ... 10,500
22' EASTEN SEA SKIFF. V-B,
capperrivited, lapstrake, cuddy cabin,
windscreen damaged. These are
Great Baads! ... Try 2,950
20' SEA SWIRL, '96, tlr, 22Shp 23,000
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66' on dedk THORNYCROFT KETCH Clossic '23 English yadnt. Copper riveted mahog. on oak, dsl., lead, sturning traditional English decorbelow. Mustsee! Asking \$249,000.



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